

Trail Rider

MAGAZINE

June 2000 \$2.95

AMA NATIONAL
ENDUROS 3 & 4:
**SOME LIKE IT
FROZEN**
ECEA OPENERS
RIDING IN BAJA

GNCC PHENOMENON
SHANE WATTS

*****3-DIGIT 087
EXPIRES ON: 01/01/2004
DENNIS BLACK
PO BOX 185
ALLENTOWN, NJ 08720-0185

GNCC ROUNDS 3, 4, 5:
MAXIMUM WATTAGE



DUNLOP

100/100x18	739	\$58.95
110/100x18	739	\$62.95
100/ 90x19	739	\$62.95
110/ 90x19	739	\$65.95
80/100x21	739	\$57.95
100/100x18	756	\$58.95
110/100x18	756	\$59.95
100/ 90x19	756	\$62.95
110/ 90x19	756	\$65.95
80/100x21	756	\$57.95
100/100x18	755	\$54.95
110/100x18	755	\$56.95
100/ 90x19	755	\$59.95
110/ 90x19	755	\$65.95
80/100x21	755	\$57.95

IRC

110/100x18	VE33	\$49.95
510x18	VE33	\$54.95
100/ 90x19	VE33	\$55.95
110/ 90x19	VE33	\$57.95
100/100x18	IX07	\$52.95
110/100x18	IX07	\$55.95
100/ 90x19	IX07	\$59.95
110/ 90x19	IX07	\$64.95
80/100x21	IX07	\$49.95
100/100x18	IX05	\$52.95
110/100x18	IX05	\$55.95
100/ 90x19	IX05	\$59.95
110/ 90x19	IX05	\$64.95
80/100x21	IX05	\$49.95
110/ 80x14	M5B	\$40.95
120/ 80x18	M5B	\$50.95
130/ 80x18	M5B	\$55.95
100/ 90x19	M5B	\$56.95
110/ 90x19	M5B	\$60.95
110/100x18	VE37	\$57.95
80/100x21	VE35	\$44.95
80/100x21	VE39	\$44.95

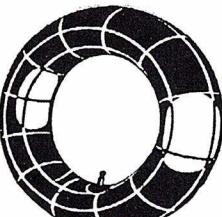
TRELLEBORG

100/110x18	754	\$86.95
110/100x18	754	\$90.95
100/100x18	320	\$61.95
110/100x18	320	\$65.95
100/ 90x19	320	\$65.95
110/ 90x19	320	\$69.95
80/100x21	320	\$58.95
120/100x18	MT44	\$69.95
90/ 90x21	MT44	\$62.95
120/ 90x18	UNX	\$67.95
90/ 90x21	UNX	\$62.95

METZELER

120/ 90x18	UNX	\$67.95
90/ 90x21	UNX	\$62.95

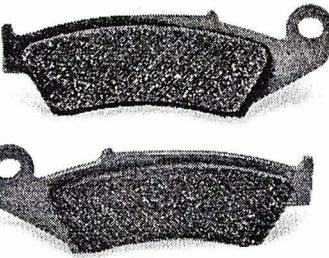
**HEAVY DUTY
TUBES**



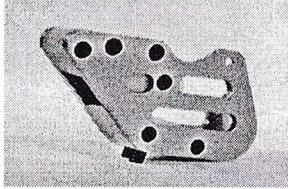
TIRES

HUNDREDS IN STOCK!
SAME PRICES IN STORE...

**BRAKE
PADS**



GALFER from \$22.95
EBC from \$19.95
DUNLOPADS from \$24.95



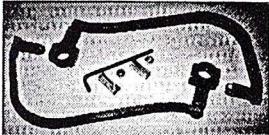
Quick Change Brake Pins from \$9.95

BULLETPROOF

Chain Guides from \$37.95
Skid Plates from \$49.95
Rotor Guards \$27.95
Fork Tool \$26.95

**ENDURO
ENGINEERING**

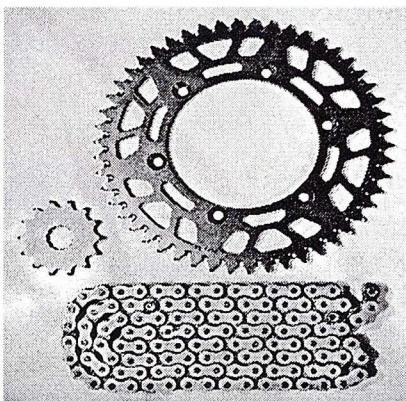
Brush Guards from \$33.95
Plastic Deflectors \$24.95
Route Sheet Holder \$19.95
Score Card Holder \$ 8.95
Rear Rotor Guard \$19.95
Speedo Spacer \$19.95
KTM Burley Pegs \$89.95
KTM Rad Nuts \$14.95
Clutch Case Grds. \$39.95



Easy Pull Levers \$35.95

HEAVY DUTY TUBES

MSR Ultra \$ 8-\$12.95
Trelleborg \$17-\$21.95
Moose Super \$22.95
Moose Slime \$15.95
Metzeler \$15-\$17.95
Bridgestone Ultra \$24.95
Tube Tac \$ 4.95



**ORING CHAIN &
SPROCKET KITS**

From **\$99.95**

**RENTHAL
CLAWWHEELS**

Steel Fronts \$23.95
Aluminum Rears \$58.95
RENTHAL
Sprocket & Chain Kits
from \$102.95

JT
Sprocket

Steel Fronts from \$12.95
Aluminum Rears \$42.95
D.I.D
DID O-Ring from \$53.95
(Includes Master Link)



Sprocket Bolt Kits \$15.95

REGINA

Regina O-Ring \$99.95
(Includes Master Link)

**Motorcycle
RK**

RK O-Ring from \$55.95
(Includes Master Link)



Master Link Press \$19.95

ORDER TOLL-FREE

800-654-4998
508-285-4342 CUSTOMER SERVICE
mbd@ici.net E-MAIL 24/7

All Prices Subject To Change

www.kevinscyclerracing.com

KEVINS
RACING SUPPLY



On the cover: What can we say about Shane Watts? Only that he is laying waste to the GNCC series, and destroying the old order of things every time he crosses the finish line. He seems to be able to win from bad starts, well-back positions and so far any size bike. We've never seen anything like it! (Photo by Bossman)

June 2000
Volume 30 Number 6

Paul Clipper
Bossman
Mark Uth
Technical Editor
Charlie Williams
National Affairs Editor
Len Nelson
Web Master

Cheri Alix
Mark Baer
Mike Bernier
Denise Bernier
Jay Chittenden
Ed Hertfelder
Joe McLaughlin
Contributors

Editorial and
Subscription Address
P.O. Box 2038
Medford Lakes, NJ 08055
(609)953-2922
Fax (609)953-7223

Web Site
www.trailrider.com
E-Mail Address
trmagazine@prodigy.net

Published in the USA by

UNEXPECTED
COMPANY

The advertising deadline
for the August 2000 issue
is June 15, 2000

COMPETITION

12 National Enduros
Cherokee and Greenbrier

16 Alligator Enduro
Daytona's big sand run

26 Maximum Wattage
GNCC Rounds 3, 4 and 5

36 ECEA Enduros
Kicking off the season

MACHINES

18 Husqvarna TE 610
Lotsa power, good handles

FEATURES

22 Baja Weekend
Adventure south of the border

DEPARTMENTS

4 Last Over
Where am I?

6 Local News

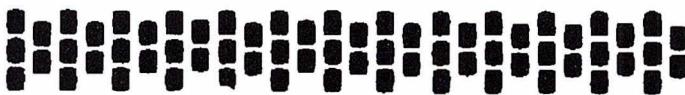
8 Riding with Mike
Riding the tight

10 Cycle Surgeon
Show 'dem pearly whites

32 TR Toolbox
Something about springs

48 Yankee Trader

50 Hertfelder
Our Chemist



Warning: We've been writing these disclaimers here for 14 years, and we're hoping you're starting to get the point. We don't want anyone getting hurt, but you have to accept the fact that injuries are a normal part of any extreme sport, and trail riding definitely qualifies as "extreme." What, you want to compare it to baseball or something? Give me a break. Baseball, the worst that can happen is you spill beer all over the front of your shirt and fall off the second level into the stands below. Pansies are into baseball, real men and women ride trail. Do it safe, protect yourself, be careful, and have a ton of fun.

Trail Rider Magazine (ISSN 0892-3922) is published monthly at 127 Navajo Trail, Medford Lakes NJ 08055. Subscriptions are available from Trail Rider Magazine, P.O. Box 2038, Medford Lakes NJ 08055, at \$18.00 U.S. per 12 issues (one year). Canadian subscriptions are \$30 U.S. yearly. Copyright © 2000 by Trail Rider Magazine. All rights reserved. No advertising or editorial matter in this magazine may be reproduced for distribution without written permission by the publisher. Contributors: Articles and event photos are welcome, although we assume no responsibility for unsolicited materials. Unless special arrangements are made in advance, all published materials become the sole property of Trail Rider. Periodicals postage paid at Medford, New Jersey, and additional mailing offices. **POSTMASTER:** Send address changes to Trail Rider Magazine, P.O. Box 2038, Medford Lakes NJ 08055-2038.

Light Reading

Subscriptions: Subscriptions are available from Trail Rider Magazine, P.O. Box 2038, Medford Lakes NJ 08055, at \$18.00 U.S. per 12 issues (one year). Canadian subscriptions are \$30 yearly, in U.S. funds. We're not selling overseas subscriptions any more. We don't have a Visa & Mastercard merchant's account, so we can't sell by credit card, and neither are we set up to "bill you" for a subscription. The only way to get it is send in a check, cash or money order, and we'll do the rest.

Renewals: If you like Trail Rider, and plan to renew, it would be really helpful if you looked at the label on your magazine and checked the expiration date. When you start getting close to expiring (the magazine, not you), send in a check along with the order blank from an issue, or just your name, address, and sub number (above your name on the label), and tell us that you want to renew. This way we can avoid sending out a renewal notice, which will save us money we can then spend on food. If you drag your feet and forget to renew until you stop getting issues, there's no way we can "start you with the last issue" you missed. We have to start you with the next scheduled mailing, and you'll have to buy the missed issues as back issues, if we have any left. We mail out the magazine every month like clockwork, on or about the 17th, so renew as early in the month as possible in order to not miss it.

Back Issues: A limited number of back issues are available. Write us and let us know the month and year, and send \$2.95 per copy, plus U.S. Postage of \$3 for up to four magazines. More than four and we'll have to figure out the postage. Don't use the shotgun approach and tell us to "send all the mag with XR400 tests" unless you have plenty of time to wait. (Hint: We never had an official XR400 test bike).

Address Changes: If you don't want to miss an issue, let us know in advance of your move, so we can update our files before we mail your magazine into the ozone. The P.O. is supposed to forward magazines if you tell them to, but they don't do it in a hurry.

Newsstand Sales: You won't find Trail Rider in any convenience stores. You can get Trail Rider in some motorcycle shops, and some day we plan to print a list of them. Shops can sell Trail Rider easily. We'll sell you a minimum of six issues (non-returnable) at a price you won't lose money on, and we'll pay shipping. Call us.

Advertising: Retail advertisers are strongly encouraged to get in touch with us if you want to advertise in the Northeastern market, because we've got a dedicated, faithful readership of about 8,000 hardy souls, and the number is growing steadily every month. Besides that we like to eat, as we explained above. Advertising is what keeps this rag alive, and we appreciate your business.

Contributors: We pay \$30 a page for copy, and \$8 each for black and white photos, but we don't print just anything that comes in. Call us and we'll talk about it.

Yankee Trader: Subscribers can advertise their bikes for sale free in Yankee Trader. Just write it down and mail it in, don't call us with it. Thanks!

Ridge Dual Sport

The Ridge Riders will be hosting a two day dual sport run starting in Hancock, NY on July 29 & 30. You can join the Ridge Riders, including ISDE and enduro legends Drew and Chris Smith for two fun days of awesome trail riding, which will include pre-riding The Ridge Rider's hare scrambles trails! Look for an ad on the event in this issue.

Must-See Videos

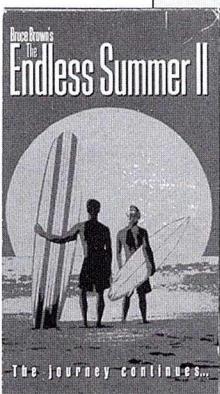
You've heard us rave about *On Any Sunday*, the definitive motorcycle documentary that changed so many of our young lives. The movie, that introduced Malcolm Smith, as well as Steve McQueen, Mert Lawwill, and a number of other early-'70s racers to the civilized world, was written and produced by Bruce Brown. Brown also did a surfing movie, a little bit earlier than *On Any Sunday*, called *The Endless Summer*, and we've offered that as recommended viewing for the same reason *OAS* is so appealing. Well, we're a little behind the times here on our video viewing, and recently rented Bruce Brown's *Endless Summer II*, a modern re-make of *Endless Summer* that was created some time in the '90s, as far as we can tell. Whatever, it's even better than the original *Endless Summer*, and the photography is killer. As if you need any more distractions in your life, this is a movie that'll make you want to learn how to surf. Get any and all of them at a video store near you, or you can buy *On Any Sunday* from Whitehorse Press at 800-531-1133.

See This, Too

While you're renting videos, keep an eye out for *When We Were Kings*, the story of Muhammad Ali and the Rumble in the Jungle fight with Joe Frazier, also back in the '70s. If you're a boxing fan, this is a must see, and it's been around for a while, so don't look for it in New Releases. If you're 40 or so, then you must have been a Muhammad Ali fan at one time, and in that case it is a video you don't want to miss. Oddly moving and inspirational, even if it is just about two guys beating each other up.

Read This

Just got done reading our copy of *John Penton and the Off-Road Motorcycle Revolution*, and can



NETRA COMPETITION 2000: \$810,000 AWARDS PROGRAM

The New England Trail Rider Association announces a \$810,000 awards program for their 41 event 2000 competition season. These events include the NETRA Moose Racing Hare Scrambles Series, the NETRA Moose Racing Enduro Series, and the NETRA Junior Enduro Series. These awards, which include both outright awards and contingency awards, are sponsored by Moose Racing, Pirelli Tires, FMF Racing, Husqvarna, Kawasaki, ATK, Suzuki, and Yamaha.

For the second year, title sponsor Moose Racing will award Moose Bucks to Moose Racing registered racers who buy and wear current model year Moose Racing pants and jersey. Potential series payout is \$7725 Moose Bucks for the NETRA Moose Racing Hare Scrambles Series, and \$6950 for the NETRA Moose Racing Enduro Series. All classes are covered. In addition, Moose Racing will give Moose Racing registered riders a free pair of gloves with a series value last year for 117 Moose registered riders of \$4075. At the end of the year, overall AA hare scrambles and enduro champions will be awarded a \$750 contract, overall A enduro champion will be awarded a \$300 contract, and overall B enduro champion will be awarded a rider discount contract, regardless of whether the champion is Moose Racing registered in 2000.

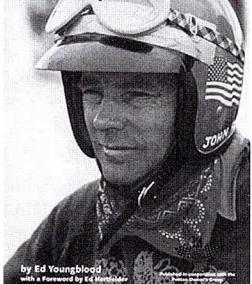
FMF Racing will be awarding a total of 370 awards to the top ten finishers in each class championship for the NETRA Moose Racing Enduro series, NETRA Moose Racing Hare Scrambles series, and NETRA Junior Enduro series. Class champions will be awarded a two-stroke pipe or four-stroke silencer. Second place in each class will be awarded a two-stroke silencer or four-stroke header. Third place in each class will be awarded 909 handbars, and fourth through tenth place will receive an FMF discount certificate. FMF awards will not require any special registration. Total value of the FMF program is \$16,500.

Pirelli Tires will be awarding all NETRA Moose Racing Enduro and NETRA Junior Enduro class champions one set of Pirelli Tires, regardless of whether the champion is Pirelli registered. This totals 54 tires. In addition, Pirelli Tires will award overall A, B, and C champions who are Pirelli registered with a 20 tire contract. Total value of the Pirelli tire program is \$8500.

Husqvarna has introduced an all new contingency program covering all the NETRA Moose Racing enduros and hare scrambles. Potential enduro series payout to registered Husky riders on '99 or later model CR, TC, WR, and TE's is \$124,250 and potential hare scrambles season payout is \$194,625. All classes are paid to fifth place in every event. AA and A riders are paid cash. B,C, and Women's classes are paid in Husky Bucks. Class winner payout at each event is \$400 AA, \$300 A, \$200 B & Women, \$100 C.

ATK's contingencies will yield ATK registered riders on '99 or later model ATVs a potential NETRA Moose Racing Hare Scrambles series payout of \$122,625 and a NETRA Moose Racing Enduro series payout of \$81,750. All classes are paid to third place in every event. AA winners will be paid \$500 cash, to

JOHN PENTON and the Off-Road Motorcycle Revolution



heartily recommend it as well as all the videos above. If you're a former Penton owner you'll appreciate this book as a timeline of how it all happened, if your hair isn't quite that gray it'll give you some insight into what all the hubub is about. The book is a fairly quick read, two or three days if you spend a few hours at it each time, longer if you have to use your fingers. It's well worth the \$20 price, although as a friend of the Penton family and a former neighbor, I have to admit that it just scratches the surface of this subject. John Penton is a pioneer, a visionary, a reluctant hero, and at the core a very simple,

extremely humble-yet-proud plain old dirt biker—ex-dirt biker, actually, since he sports so much expensive hardware holding him together that he'd be crazy to try to ride any more (it still doesn't keep him off the roof, or out of the apple trees, at 70-plus years old). Get the book. Pick up a signed copy at the John Penton GNCC in June. Or get a copy from Whitehorse Press at 800-531-1133. (P.C.)

Motion Pro MP Tool

A very cool tool just came our way. It's the MP tool from Motion Pro. In a palm-sized clamshell pouch we found a tough-looking fold-up multi-tool,

all other classes will be paid in ATK Bucks, with class winner payout at each event \$250 A, \$150 B & Women, \$100 C.

Suzuki's contingency program will be paying registered Suzuki riders on '99 or later model DR-Z400/400E and RM125/250s with a potential NETRA Moose Racing Hare Scrambles series payout of \$80,600. Most classes are paid to fifth place in every event, with \$400 Suzuki Bucks going to most class winners. Suzuki will be paying registered Suzuki DR-Z400/400E riders with a potential NETRA Moose Racing Enduro series payout of \$48,600. All Four-Stroke, V-t, and Senior classes are paid to fifth place in every enduro, with class winners taking \$300 Suzuki Bucks.

Kawasaki's contingency program will be paying registered riders on '99 or later model Kawasakis with a potential NETRA Moose Racing Hare Scrambles series payout of \$50,250. Ten events are covered with Kawasaki Green Bucks paid to third place in most classes. Class winner payout is \$200 AA, \$150 A, \$100 B, C, and Women. Kawasaki will be paying registered Kawasaki riders with a potential NETRA Moose Racing Enduro series payout of \$20,250. Ten classes will be paid to third place at every enduro. Class winner payout in Kawasaki Green Bucks is \$150 A and \$75 B, C, and Women.

Yamaha's contingency program will cover seven NETRA Moose Racing Hare Scrambles with a potential series payout of \$42,070 to registered Yamaha riders on '99 or later model WR/YZs. Most classes will be paid to fifth place in Yamaha YZ Bucks, with AA winners taking \$200, \$100 B, and \$80 C & Women.

There is fine print to everything, so competitors are urged to contact these sponsors for details. Still, if you played it right it almost looks like you could pay a lot of your expenses racing on an amateur level in New England!

The NETRA Board of Directors has negotiated with these manufacturers to assemble this awards package for NETRA competitors. Kudos goes most specifically to NETRA President Bill Haas, NETRA Director Kevin Hines, and NETRA Director Mike Vallone. NETRA Administrator Jerry Shinners will continue to make sure that contingency sponsors get the event results they need to administer these programs.

For more info contact:

NETRA: Vice President Mike Stone (800) 999-2003, m.stone@ix.netcom.com; Administrator Jerry Shinners (860) 875-5757, netraman@yahoo.com; Web site, www.NETRA.org.

Moose Racing: Roxanne Erickson (608) 758-1111, www.mooseoffroad.com.

FMF Racing: Bill Berroth (310) 631-4363, www.fmfacing.com.

Pirelli Tires: (610) 524-2190, www.pirelli-moto.com.

Husqvarna: Curtis Jurrens (215) 830-3300 ext. 24, curtis@caigavia.com, Web site www.husqvarnausa.com.

ATK: (801) 298-8288, www.atkusa.com

Suzuki: (714) 996-7040, www.suzuki.com

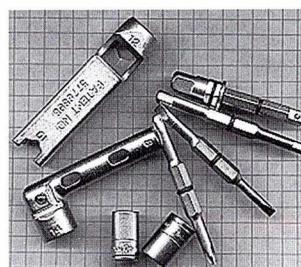
Kawasaki: (949) 460-5628, www.kawasaki.com

Yamaha: Diana Dillman (714) 761-7509, racingcontingency@yamaha-motor.com, www.yamaha-motor.com.

Thanks to Mike Stone for submitting this to Trail Rider.

with Phillips-head screwdriver bits, straight-slot bits and Allen (5mm and 6mm) bits, as well as a couple of detachable sockets and socket drivers for 3/8 and 1/4-inch sockets. In addition the tool comes with fixed 8mm, 12mm and 14mm sockets and the ubiquitous bottle opener. You assemble the parts of the tool in various ways to get leverage on the different bits, and honestly this looks like it would

replace just about all of our tool pack, except for the axle wrench and spark plug wrench. Get it at Motion Pro; you can find out where by calling (650) 329-0427, or see them at www.motion-pro.com.



Moose Saraha Pants

Moose Offroad just released their new Sahara pants for 2000. Introduced a couple of years ago, the Sahara line of Moose clothes was designed for maximum venting, to keep you cool in the hottest weather. The first pants worked okay, just as long as you cut the lining out of them, but they were only available in a white that seemed to stain at the very mention of riding. The new 2000 Sahara pants are vented to the extreme. Honestly, they look like they're made



out of window screen—be sure to wear your skivvies! They're available in colors, we chose the stylish black ones, and the only thing we worry about is having them fill with dirt—it can pass right through the vent material, for sure. Still, the issue is staying cool, not staying clean, and if you want to stay cool these are the coolest pants in town. Get them at your Moose Offroad dealer.

Honda Hoot

The Honda Hoot is happening again, on June 24th in Asheville, North Carolina. It is a dual sport ride featuring all the great scenery of the Blue Ridge and the chance to ride with Scott Summers and Gary Bailey. You have to have a legal, licensed, spark-arrested, quiet bike that will be inspected, \$30 for the entry fee, and note that June 24 is on a Saturday. Sign-up starts at 7:00 a.m., and the only way you can be one of 200 riders permitted to ride is to pre-enter. Call (800)347-1289 to sign up or get a brochure. We hear it's a great time, you shouldn't miss it!

Nepotism

Last month Steve Augustine blatantly promoted his brother as a provider of LASIK eye surgery (even though everybody knows you can get it cheaper in Canada), but in a moment of sweet justice he actually got his brother's address wrong. Must be a close family, eh? Now he's bugging us to print the right address, so what the heck. For more information about LASIK surgery, call Dr. Jeff Augustine at the Clear Vision Center in Brecksville, Ohio, at (440)740-0400. Tell him to make sure *TR* magazine gets a cut of the commission.

ISDE Answer

Speaking of John Penton, we'd like to let everyone know that John was one of the first organizers of a serious American International Six Day Trial (as it was known then) team effort, fielding World Trophy teams of Penton riders in the '70s. The teams were largely sons and relatives and very close employees of Penton USA, and John knew what it took to win the

ISDT. Here's a quote from Hot Rod magazine, August 1973, of John telling exactly what a winning ISDT Trophy team needed: "The key to winning the ISDT is teamwork, because all six members of that Trophy team must do well for the team to do well. Each man must ride his heart out every day; and if his bike breaks down he must find a way to fix it in as little time as possible, because he knows there are five other riders out there who are depending on him. And teamwork is the one element in the world that you cannot buy. There isn't any amount of money you can give your riders that will make them work together as a team. They must know each other like brothers and must have the utmost faith and confidence in their fellow riders. All of our riders also work for Penton, so they don't have to worry about job security and can develop the friendships that are necessary for ISDT-winning teamwork." 

Where To Ride

- 06/04 Boyer GNCC, Boyer PA
- 06/04 ECEA Green Marble Enduro, Mayo MD
- 06/04 NETRA King Philip Enduro, Wrentham MA
- 06/10-11 New Hampshire Classic National Trail Ride, Loudon NH
- 06/11 ECEA Ridge Run Enduro, Stanhope NJ
- 06/11 NETRA Somers Enduro, Somers CT
- 06/17 Dam Good Jr. Enduro, Thomaston CT
- 06/18 Brownsville GNCC, Brownsville PA
- 06/18 ECEA Valley Forge H.S., (610)458-7971
- 06/18 NETRA Dam Good H.S., Thomaston CT
- 06/25 NETRA Conn. State H.S., Union CT
- 06/25 Rhody National Enduro, West Greenwich RI

by Mike Lafferty

Tight Stuff

Riding in the annual Greenbrier enduro reminded me of the importance of getting through tight trees quickly. The Greenbrier has to be the tightest enduro in the series; in some places it's like being strained through the trees for sure, but actually most of the New Jersey enduros are like this. They all have sections consisting of trees maybe as close together as 30 inches, in spots probably closer than that. It goes by all sorts of names. "Tight trees" is the obvious one, or just "tight," as in "I went through that section of tight," and my favorite is "ignorant tight," which is what the bad sections in Greenbrier were all about.

You either like the tight or you hate it, and if you like it the chances are you're pretty good at riding it. I don't particularly like it any more, but since I grew up with it I still know how to get through it okay. And if you lived right in the heart of the tight and grew up with two older brothers, you'd know how as well. You'd better know how!

Some guys say the best way to get through the tight is with narrow handlebars. Clipper is one of them. He runs those ignorant mini bike bars that make your bike look so stupid. You might feel more comfortable with narrow bars, whatever. I don't use them. I use TAG handlebars at the stock width, which is close to 32 inches, especially with the handguards installed. I find I just like the extra control you get with wide bars, and if you ride the tight the right way, how wide your bars are don't make much difference.

Look at the pictures. There's one where I'm loafing through, trying to squeeze between the two trees with my weight on the middle of the seat. This is the kind of thing you do when you're tired, all the fight is out of you, and you just want to get to the finish line. It isn't the way to ride fast. Most of the guys who ride like this aim off of the inside, and plan to clip the tree on that side with one of their handguards. That's actu-

ally a pretty good trick, since you only have to brace for the hit on one side, and then you know you have the maximum clearance on the other side. It'll work until you reach a set of trees that are closer than handlebar width, at which point you'll wedge into them, and if they're strong enough the bike will stop while you continue over the bars. I've seen it happen.

The best way to get through the tight is to go at it aggressively and work your bike through. Yes, it's a lot more work, and it takes a lot more concentration, but you can get through the trees about twice as fast. In the second set of pictures I'm coming through the same set of trees from the opposite direction. There's a big difference in my position and attitude on the

the second picture. You have a lot more room between the trees when you turn between them, rather than trying to go straight.

Your inside hand will clear that tree first, and as soon as the outside hand reaches the outside tree, you can steer back and straighten the bike out. It all has to happen really fast, and you have to be in shape and practiced at it to keep your balance. Note that I've got my body propped straight over the bike, that I'm not leaning into the inside tree. Doing that would be a great way to knock yourself off the bike, clipping your shoulder. Stay up over the bike and move it under you. Aim at the base of the outside tree, clear the inside, reach the outside, and then snap the bike back.

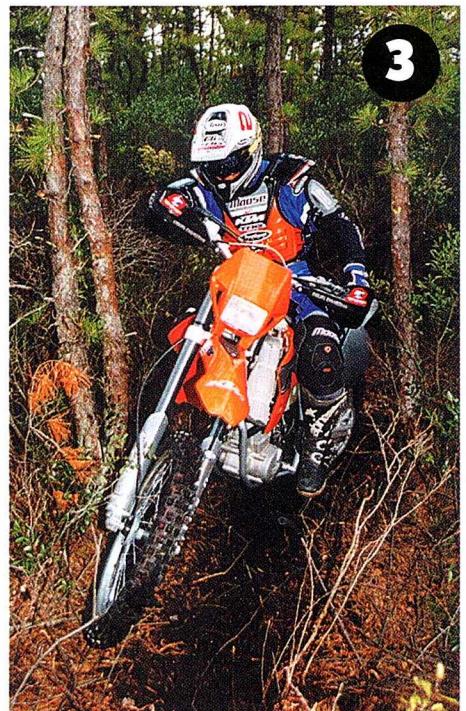
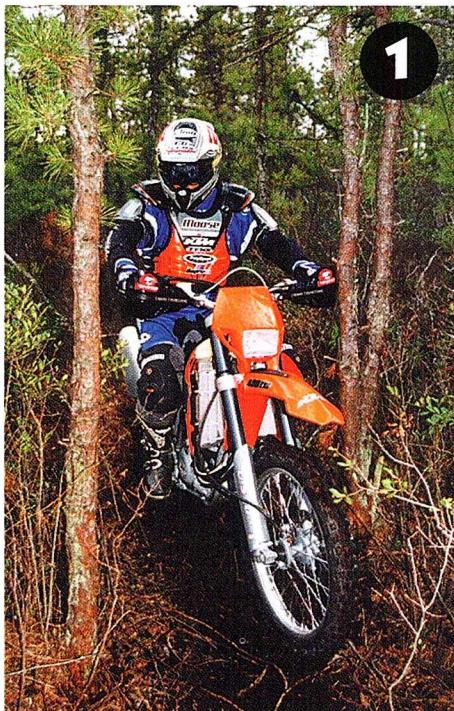
"You either like the tight or you hate it, and if you like it the chances are you're pretty good at riding it"

bike. The main thing is that this little trip between the trees has turned from squeezing down a straight to steering through a pair of turns. Yep, it's a lot more work, but like I said it's much faster, and it's also the trick that will let you get through with the wider bars.

The first thing to look at is where my front tire is. Rather than pointing straight down the worn trail, I'm out of the trail and steering for the base of the tree on the outside of the turn. This is the critical part of the move. When you do this, and then turn back toward the trail once you pass the tree, it drops the bike into a turning attitude and lets you clear the pair of trees with handlebars on an angle—you can plainly see it in

Practice it on a pair of trees that have a clear approach and exit, so you can experiment with your speed and aggressiveness until you get it down. Then work your way up to a set of tight spots, where you have to get a rhythm going to make it all work. I'll admit that the worst tight spots in a section may have no rhythm to them, and no room to do any of this, but if you can get through the rest of the tight faster than you do now, those little spots where you have to muscle through won't slow you down very much.

Yes it's going to wear you out when you practice it. But if you want to win—especially in South Jersey—you'd better learn how to ride the tight! ↑



**“I thought
my boyfriend
would like it
if I had my
navel pierced,
but he wants
Trail Rider
instead.”**

“It’s easy to figure men out, I guess. They like hare scrambles, enduros and just plain dirt riding. I guess that means they like Trail Rider, because that’s what Trail Rider is all about. All I know is I don’t have to worry about pleasing him any more—just as long as that Trail Rider magazine arrives in the mailbox once a month!”



Trail Rider Subscription Coupon

Yes! Send me a year's worth of Trail Rider, and help me clean up my act!
I'm enclosing \$18 in U.S. funds!

This is a new sub This is a renewal

Name _____

Address _____

City _____ State _____ Zip _____

Telephone _____

Subscription price is \$18 per year in continental U.S. Canadian subscriptions are \$30 U.S.,
please remit as Postal Money Order or cashier's check drawn on U.S. funds. Sorry, due to unreliable mail service,
we no longer offer overseas subscriptions. No credit cards. Mail this form to:

Trail Rider Magazine • P.O. Box 2038 • Medford, NJ 08055

“The clean read!”

**Trail
Rider
MAGAZINE**



Cycle Surgeon

by Dr. Steve Augustine,
Hughston Sports Medicine Clinic
Columbus, Georgia

“Smile”

If you don't mind smiling at a good looking babe at the races with a couple of your front teeth missing, then stop reading now. But, if you're like most riders, keep reading. It's hard to get lucky without all your teeth unless you play in the NHL.

This article is about injuries to teeth and what to do if it happens to you or another rider. Dental injuries are common in contact sports and in dirt riding as well. Most painful dental problems, like cavities and gingivitis can be avoided with regular brushing and flossing and trips to the dentist every six months for a professional cleaning and check-up. The problems discussed in this article are the ones related to trauma to teeth. Fortunately most riders wear a full-faced helmet which protects your mouth from most injuries. This has decreased the number of teeth injuries seen in motorcycle accidents.

A tooth consists of the root and crown. The inner portion of the tooth is soft and called dentin. It is covered by hard enamel to form the crown—the visible part of the tooth. The root is attached to the socket in your bone by small ligaments. The pulp of the root contains blood vessels and nerves. Tooth injuries can be divided into three categories: fracture, loosening, and avulsion (knocked-out). Sometimes a combination of these injuries can occur to the tooth.

A fracture typically splits the tooth into two fragments, one attached to the socket and one broken free. The fracture can occur at the root level, involve the crown, or simply chip the tooth. This can result in just a cosmetic defect (jagged mis-shaped teeth) or tooth death. The severity of the fracture depends on how much of the tooth is broken off. The more of the tooth that is involved, the more likely the pulp of the tooth will be exposed. Pulp exposure is very painful because the nerve is extremely sensitive. Contact with just air or fluids (especially cold or hot) can cause gut-wrenching pain. Pulp involvement can be identified by bleeding or just a pink or red dot in the inner portion of the tooth. If available put a small chunk of wax over the exposed pulp and nerve, this will decrease the sensitivity and pain. If you don't have any wax, then biting down on a towel or covering the area with your tongue will help protect the sensitive area and help control any bleeding. Obviously there won't be much of a conversation on the ride to the dentist.

An exposed nerve always requires evaluation by a dentist, the sooner the better. If the bleeding has stopped and the pain is tolerable, just keep some wax over the area and make an appointment as soon as possible. Orajel can help with the pain and is available at any drug store. Always save any tooth fragment(s) to allow the dentist to decide if it is useable. Only

touch the fragments on the outer surface. Place them in a moist towel on ice or in a cup of water or milk. Most small chip fractures can be smoothed off by the dentist but larger fractures may require surgery to replace or repair the tooth. Not all fractures cause visible breaks or fragment the tooth, sometimes X-rays are needed to identify the fracture and determine treatment. Broken fillings or lost crowns should be treated the same way as tooth fractures.

A fall or blow to the mouth can cause teeth to loosen or displace. The tooth may be pushed outward (extruded), side ways (lateral), forward, backwards or inward (intruded). A loose tooth is usually painful and looks out of line. It is difficult for the person to close the teeth together, as if biting down. The tooth may appear longer or shorter than the other teeth depending on the direction of displacement. Do not try to reposition the tooth. See a dentist as soon as possible for evaluation. Most can be repositioned and splinted by the dentist. Once the tooth is put back into normal position no biting pressure should be placed on it, allowing time for the ligaments to heal and hold the tooth in position. Sometimes surgery is required if the tooth is impacted and locked into the bony socket.

An avulsed tooth is one that has been knocked completely out of the socket. What you do in the first 30 minutes after it happens can determine whether or not the tooth can be saved. When the tooth is knocked out, the ligaments are torn along with the nerve and blood vessels. It is essentially a “dead tooth.” If it is reimplanted into the socket within 30 minutes and up to two hours, the body will likely accept it and allow it to heal back in the socket. A root canal will be required to remove the dead nerve and blood vessel, but it will be a functional tooth. If the tooth is not reimplanted within two hours the likelihood of it living is greatly diminished. The body treats it like a foreign material and it slowly destroys the root. This dead tooth would need to be removed.

If this happens to you or another rider, immediately find the tooth and gently wash it off with water. Don't rub the tooth and only touch it by the crown (the part of the tooth normally seen in the mouth) so as not to damage the root or ligaments. Replace the tooth into the socket using gentle steady pressure. Make sure the tooth is facing the right direction. Once it is back in, gently bite down to push it into proper position. Again, use wax or gum to splint it to the teeth next to it. If the socket is bleeding, bite down on a towel or piece of clothing for the pressure effect. An avulsed tooth is a dental emergency and see a dentist immediately to have the tooth stabilized.

Injuries to teeth are often associated with other injuries like concussions, lip and cheek lacerations, and fractured jaws, because of the force of the blows to cause such injuries is strong. Try to prevent these injuries by always wearing a full-faced helmet and using a crossbar pad. It can never be emphasized enough that a mouth guard should be used when participating in sports that potentially put your teeth at risk of injury. It's up to you to try and protect your teeth. After all, you want to smile when you're getting your trophy. Remember all of these recommendations are only temporary and an evaluation by a dentist is always necessary as soon as possible.

Ride On! ↑

REPAIR MANUALS

Factory, Clymer & Haynes

Microfiche Cards Available



Since 1995 - Service - Selection - Speed

Call us at 404-873-1479

or for faster service

search our online catalog
of over 5000 vehicles.

www.motorcycling.net



ADVERTISEMENT

MOTOCROSS
ACTION

June Issue

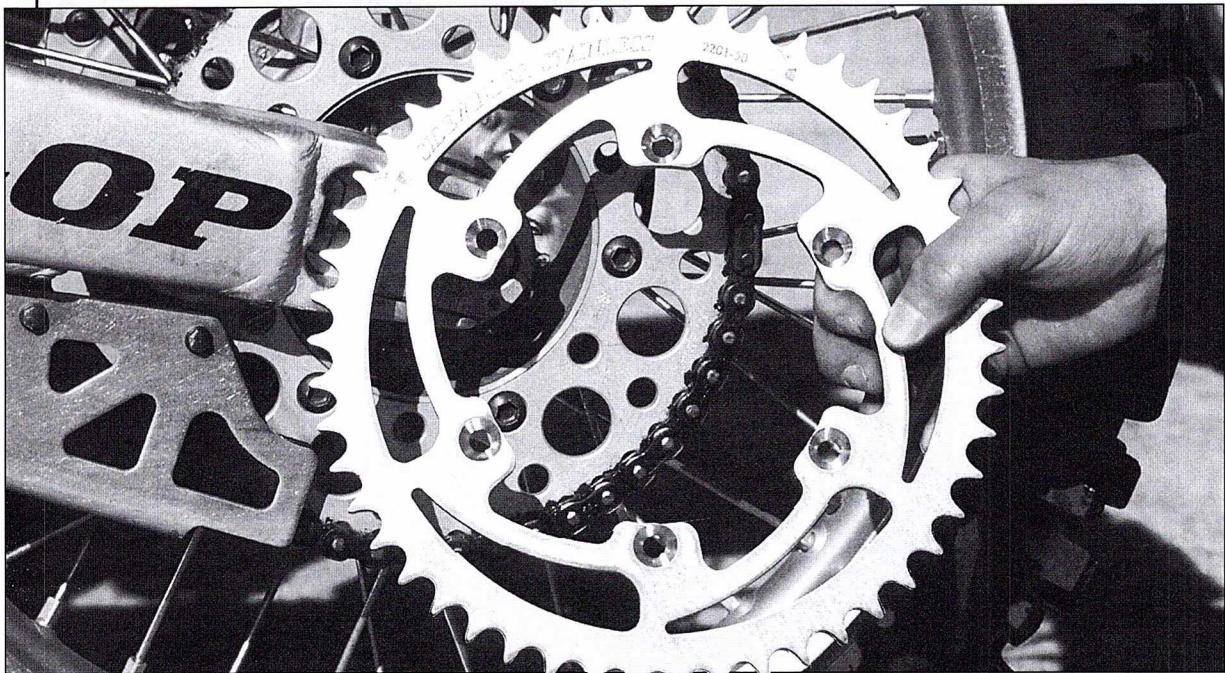
Sidewinder

LASER CUT

www.SidewinderSprockets.com

info@SidewinderSprockets.com

630-513-1000



Dollars or sense: You will never find a stainless steel sprocket on a works bike. Why not? Because it weighs a pound more than an aluminum sprocket. However, those guys aren't paying for their chain and sprockets. You are.

SIDEWINDER SLX-2000 STAINLESS STEEL SPROCKET

A lifelong friend

• Sidewinder has been working on their stainless steel sprocket for several years. They have been through several prototypes, but never felt that they had found the ultimate combination of strength, durability and weight—until recently.

What's the full skinny on stainless steel sprockets? (1) Unlike aluminum sprockets, they wear like steel—because they are. (2) Since they are stainless steel, they cannot rust or corrode, nor do they need special coatings (unlike standard-issue steel sprockets). (3) Stainless steel has a unique property known as "work hardening." In essence, the surface of the metal's grain actually gets harder and more durable as it is used. (4) Steel isn't light, though. In fact, our 50-tooth YZ250 sprocket weighed one pound, four ounces more than an aluminum sprocket.

WHAT DID WE LIKE?

So what's the buzz about? A stainless steel sprocket just keeps on ticking. It doesn't wear out (or at the very least, it wears so well you'll probably sell your bike before you need a new sprocket). Even better, you won't have to replace the sprocket when the chain wears out, because the pitch between the teeth will stay the same indefinitely (unlike an aluminum sprocket). Although a lazer-cut stainless steel sprocket costs about \$40 more than an aluminum sprocket, it will wear approximately four times longer. If you race in mud or sand, a steel sprocket can save you money (and mud racers don't have to be weight-conscious because the mud buildup makes small weight gains insignificant).

WHAT DO WE THINK?

This is not a hard-core racing product. It has no place on the rear wheel of a fastidious rider looking for every competitive edge. The \$139.99 Sidewinder SLX-2000 is better suited to riders who don't want to have to buy new sprockets every six months—or six years!

Contact: **Sidewinder** • 3705 Stern • St. Charles, IL 60174 • 630-513-1000 • Fax: 630-513-1008

TWO FOR THE ROAD

Mike Lafferty picks up the pace at rounds three and four

Cherokee National

By Kenneth King

Round 3 Greensboro, GA 3/19

Current National enduro champ Ty Davis is not contesting the whole series this year, and really the two main riders, KTM's Mike Lafferty and Yamaha's Randy Hawkins, are the favorites for the Championship. Hawkins has been on a win streak so far this year. He took the first two rounds of the National series, then the overall at the Alligator enduro during bike week in Daytona. Needless to say he's been hot. Lafferty hadn't been able to put things together for a win, but things would change in Georgia for round three of the series. Lafferty posted excellent scores in each section for a total of 17; he bested everyone by at least a point in each of the sections for the overall. "I had a great day. After I got out of the real tight stuff I started riding the bike and having fun. I was on row 36, the last time I had that row was at this race a few years ago and I won. I think the late row helped me out today," said Lafferty. Hawkins had a good day, with no trouble to speak of, he was just off a few critical seconds in each section.

This was round three in the National Enduro series and round 12 of the SETRA series. Put on by the Cherokee Enduro Riders, this was their 34th year. Over 350 riders signed up, but the threat of nasty weather kept many at home. The course was 103 actual ground miles divided into five points-taking sections and 12 checkpoints. The weather was cold, 30's in the morning and low 50's by midday. Cloudy skies and wind made it feel colder than it was. The threat of rain hovered all day, finally raining as the race was coming to an end. Twenty-four mph was the speed average for most of the race, with one section jumping to 30.

A few miles of warm-up trail led to the first point taker. Five miles of virgin trail, and the major points taker of the day. The trail was tight, handlebar-width trees going in and out of ditches and a lot of exposed roots. It was here that Lafferty showed he meant business, posting the fast time with a 6. "That first section was tight. It wasn't much fun. I think being on a late row helped me, I'm sure it was wider on row 36 than it was on 20. When I saw bark missing from a sapling I knew I could just charge over it," said Lafferty. Gravitt wasn't far off the pace. He dropped seven. "I got pinned between two trees trying to make a pass and got stuck. I was there for 20 or so seconds when Mitch McRee bumped me from behind and broke me loose. I think I went a 7:41."

Brian Garrahan (KTM) matched Gravitt's score through the tight section with a seven. Hawkins had his share of trouble with the big thumper, dropping eight. "This was the tightest stuff I've ridden all year.

The Alligator was tight, but it was all flat, you could get a rhythm through the trees. It wasn't so much the bike being heavier as it was the power. It was just a handful going through the tight trees while negotiating the ditches. Plus, I think a later row would have been better today," said Hawkins.

The next section was 20 miles of fast trail. Lots of clear-cut mixed with some open trail through big woods. A going-in check at 16 miles led to a check at 25 miles, with the going-out check at 36 miles being the points taker. All the AA's made their minute at the middle check. It was Lafferty again coming out fastest with a three. Gravitt, Garrahan and Hawkins all dropped four. It was on to gas #1. After gassing, the next points taker was another 20 miler with the



Drew and Chris Smith (center) at the start in some incredibly foul weather. Warm and fuzzy it wasn't.



Richard Lafferty pushed the hardest and wouldn't let up, scoring second overall at the finish.



Dual champ: Mike Lafferty was the local favorite and the clear winner of the Greenbrier, and the dark horse taking the overall at the Cherokee.



Randy Hawkins had the early season points lead, but the edge has come off his luck somewhat. He's still right there in the points, though.

check-in at 65 miles. A bit tight but still plenty of open Georgia woods with one short tight section reminiscent of section one. (lovingly referred to as the grand-daddy of tight trail). A check in the middle kept riders on their toes. Lafferty again topped the pack with a three point loss. Garrahan dropped a point in the middle, then poured it on and reeled the check-out with a

four. Hawkins and Gravitt dropped five each. "I should have had a four. A rider fell in the tight woods and caused a backup. It was at least 30 or 40 seconds before anyone could get around. I was on row 24, and I was passing up to row 7 and 8. I had trouble finding the trail sometimes because of the leaves on the ground. A later row would have helped," said Gravitt.

Two sections were left. A check-in at 102 miles started 10 miles of trail. Lafferty dominated again, with the low score of five. Garrahan, Hawkins and Gravitt dropped six. Some easy trail led to gas #2, with the final section of the day at 129 miles. The last trail used a pine thicket from previous hare scrambles. Tight trail weaving through the pines, but you could get a pretty good rhythm in it. Lafferty aced the section, the only one to stay on his minute. Gravitt, Garrahan and Hawkins all dropped a 1. Gravitt secured his third SETRA championship with his second place finish. Lafferty's win closes the points gap with Hawkins. With the season still young anything could happen.

Greenbrier National

By Paul Clipper

Round 4, Belleplain, NJ 4/9

Michael Lafferty upped the ante on the AMA National Enduro Series, taking a very convincing win at round four of the series, on his South Jersey home turf. The former champ triumphed over a course consisting of just under 100 ground miles of tight forest trails, and in the morning at least, very unseasonable weather. "I admit I have the advantage here, because I grew up riding in these woods," said Lafferty on the starting line, "The trouble is, I've been riding all the other Nationals, and the GNCC, and I'm

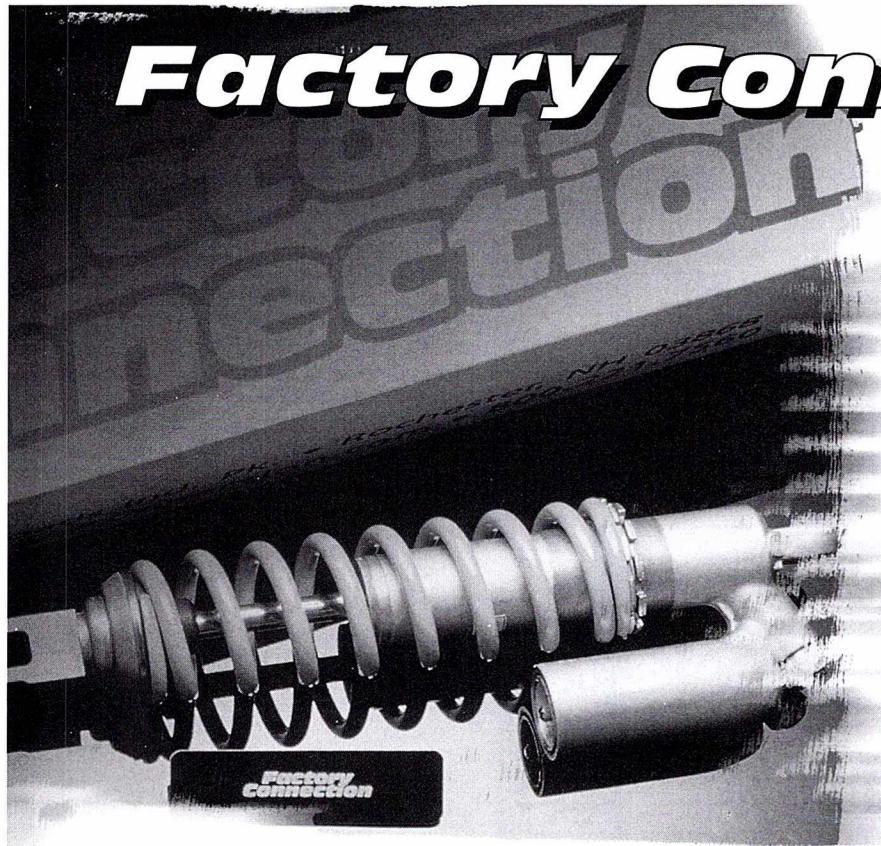
Cherokee National Enduro	3. Jeff Burchfield	44	2. John Carr	63	3. Scott Preshnell	74
Class Results	4. Jeff Kichner	45	3. Andrew Stokely	65	4. Gary Wolbach	188
AA			4. Jason Smith	96	250 C	
1. Mike Lafferty	17	1. John Farrar	51	1. Hugh Moore	73	
2. Brian Garrahan	24	2. Frank Schoenbeck	56	2. Matt Jones	98	
3. Randy Hawkins	24	3. Danny Morrison	59	3. Steve Moevatz	144	
4. Patrick Garrahan	25	4. James Kallaker	64	4. James Brown	235	
200 A		Masters A		Senior C		
1. Allen Gravitt	23	1. John Kirby	53	1. Jamie Clontz	82	
2. Martin Pruett	38	2. Jim Ford	58	2. Rick Holsomback	106	
3. Scott Mount	46	3. John Fero	61	3. Steven Cayce	115	
4. Michael Sigety	54	4. Jerry Pacholke	92	4. Mike Bowles	175	
250 A		Super Senior A		Four Stroke C		
1. Chuck Woodford	32	1. Mike Shank	62	1. Allen Young, Jr	72	
2. Russell Epley	37	2. Lane Sheppard	82	2. Rob Mielke	88	
3. Don Baxley	44	3. Charles Koshol	87	3. Johnny Thomas	88	
4. Lee Stephens	46	4. Jim Vandenberghe	97	4. Rick Chapple	91	
250 Open A		Open B		Senior B		
1. Mitch McRee	31	1. Mike Bradshaw	51	1. J. Alan Martin	66	
2. Dan Bryan	38	2. Timothy Rooney	53	2. L. Steven Lewis	67	
3. Scott Hoffman	40	3. Gene Zobel	61	3. Richard Shipner	74	
4. Joey Rowland	49	4. Lisha Pooner Powell	61	4. Jim Gilliland	79	
Four Stroke A		5. Forrest Hardeman	66	Super Senior B		
1. Scott Miller	41	250 B		1. Charlie Bridges	60	
2. Jeff Harris	43	1. Steward Baylor	40	2. Gary Bishop	84	
3. Andy Barkley	45	2. Trey Wellborn	46	3. Kirt Lynch	112	
4. Frank Anello	54	3. Ivan Haynes	46	4. Rich Smith	261	
Vet A		4. Scott Spittle	50	Masters B		
1. Doug Deaton	28	200 B		1. Michael Thompson	93	
2. Jan Hrehor	42	1. Andy Dean	53	2. Steve Stirewalt	97	
				3. Joe Van Seevers	105	
				Women		
				1. David Burdell	67	
				2. Johnny Coggins	67	
					DNF	

getting spoiled. I hate riding down here! It's too tight! But I'm going to do good today, I feel good."

The KTM, Moose Offroad, FMF, Boyesen, Pro-Clean, Arai, Scott, TAG, Sunstar, Enduro Engineering, Michelin, Spectro, Motion Pro, Twin-Air, Tsubaki, Hammerhead, Ballzee-sponsored rider made good on his word, setting the fastest score at most of the checkpoints, and getting beaten at only one of them. Lafferty's main competition at this event was Randy

Hawkins and his brother Richard Lafferty, both spending this season riding the GNCC series. "I know Randy's on a roll, and riding great this year, but the people I am most nervous about are the local riders—Richard, Kevin Bennett, and Fred Hoes. They know these woods like me, and any one of them could win it. Billy Atkinson will be right in there too."

In the end he was right, his hottest competition came from his brother Richard, sponsored by KTM,



800_221_7560/www.factoryconnection.com

**No Pipes,
No Motors,
No Carbs,
Just
Suspension.
The BEST
Suspension.
Period.**

The Best Off Road Accessories for Every Bike!



Carbon Fiber Pipe Guards, Clutch Cover Guards, Skid Plates, Fork Protectors, Chain Guides for Kawasaki, KTM, Yamaha, Suzuki, Honda, TM, Husaberg, and Gas-Gas

Lighting Coil Ignitions for Kawasaki, Yamaha, Suzuki and Honda, 100w X 2 output

Paioli Forks and Tecnosel products available

E LINE
ACCESSORIES

By Kevin Hines

54 Spectacle Pond Terrace

East Wareham, MA 02538

Ph: 508-295-0812 • Fax: 508-291-2605

www.elineaccessories.com



David Lykke came out from Washington state and put in a great ride, finishing fourth overall.

Arai, Scott, MSR, Silkolene and Dunlop. Richard matched him score for score in the shorter sections, but just couldn't keep Mike's pace in the long sections, finally settling for second overall and High Point A, a full nine points shy of his brother's score. Two points farther back was Hawkins (Yamaha, MSR, White Bros, Bridgestone, Factory Connection), riding strong on his WR400, possibly a little too strong when he burnt the first check on the course, a tactical error on his part that could have cost him second overall. Before the start it was rumored that the entire course would be start control and check-out, and all the start controls were already listed on the route sheet. But it wouldn't be an enduro without surprises, and a few checks were placed to make sure riders were still watching their clocks. Hawkins' only comfort was in knowing he wasn't the only rider caught early.

You couldn't have asked for a more severe change of weather on race weekend. Saturday afternoon it was suntan lotion and umbrella drinks, as the temperature rose above 70 degrees with a warm breeze under a bluebird sky. Rain started falling late in the night, and by sunrise a stiff 30 mph wind was blowing a howling snowstorm perfectly sideways. "It's always better like this," says trail boss Jack Lafferty Sr., "we don't want it to be too easy."

Mike Lafferty wasted no time in the morning, leaving the line in a raging blizzard and keeping his pace hot enough to stay warm on the trail. It was a quick "warm up" loop that came back to the start in 15 miles, where everyone had a few minutes—assuming they weren't already late—to change into dry clothes. Lafferty scored a three on the check-out, and had a fair amount of company with that score, including brother Richard, Hawkins, and ECEA champ Fred Hoess (Hus). Hawkins had already picked up two extra points at the first check with a burn, so the race was set to be between the Lafferty brothers and Hoess. Hoess, who is normally a fierce competitor was off his pace, though, and he told us why: "Somehow, I hit something in the first loop and knocked a leak in my rear brake line. I ran out of fluid and brakes, and then started riding hard on the clutch to try to make up for it, and wound up overheating my clutch." Later on, Hoess drowned out his bike in a water hazard, and took many minutes getting the bike cleaned out and push-started, definitely knocking him far out of the running. "This is probably the worst luck

CYCLE ADVENTURE LTD. II

702 E. UNION ST • WEST CHESTER, PA 19380 • 610-738-9300

**Incredible Savings on '99
WR250 Huskys! \$4725**

Pay before pickup—save another \$100!

All prices include freight & setup

**Call about Husky's unbelievable
contingency program! Make
money while you race!**

2000 SPECIALS!

Husky WR250	\$5400
GasGas XC300	\$6595
GasGas XC250	\$6295

Many Fine Used Bikes, Just Call!

Great prices on all
Parts & Accessories!
Racer Discounts Too!

**GAS
GAS**

Husqvarna



Midtown Kawasaki

**UNBELIEVABLY LOW PRICES
ON KX125 & 250!**

Call About Pricing

**COME CHECK OUT
THE NEW HUSKYS**

Husqvarna



**TAKING ORDERS
FOR THE NEW
CANNONDALE
MX, ENDURO, AND
CROSS COUNTRY
MACHINES!**

Kawasaki
TIME PRODUCTS
CANNONDALE

1864 Silas Deane Highway
Rocky Hill, CT 06067
(860)721-0193
UPS SERVICE NATIONWIDE • GIANT PARTS WAREHOUSE



The Knight brothers, Nathan and Nolan, of Team Gas Gas, chilling out (literally) at a gas available.

I've had in the past three years," he said at the finish. His sentiment was echoed by a host of unfortunates, victims of extreme conditions. Both Garrahan brothers, Brian and Pat, were on the East Coast looking for National Enduro points, and both dropped out with mechanical problems, Pat breaking a rear hub and Brian losing his front brake hose. Another team of brothers suffered problems when Drew and Chris Smith started on the line, and after a bit Drew came out of the woods with a broken chain on his Gas-Gas. Chris, riding a Suzuki DRZ400, kept the shiny side up to easily score the win in the A Four Stroke class. ISDE veteran and past ECEA champ Kevin Bennett (KTM) started with a good chase but dropped out before the finish with a baked engine.

The next points-taking section was where Michael let everyone know he was really serious. A 17-mile section of 30-inch wide saplings, known and feared by the locals, was his playground this time, and he flat ripped through it, coming out the other side five points down, compared to seven points set by Hawkins, Rich Lafferty, Washington's David Lykke (Yam), and local rider Mark Roll on a YZ125. Following that section was a start control and then two checks back to back, where Lafferty went 5-14, fully three points better than anyone else. Hawkins went 7-18 and Rich Lafferty went 7-17 at the two checks, while Lykke went 7-19. Current ECEA Champion Bill Atkinson (KTM, Matto Cycle) surprised the out-of-towners by raging through this section, posting a 6-16, the second-fastest score. Atkinson was matching scores with Hawkins at the following checks, but then ripped loose his clutch hose later in the race, and lost a ton of time trying to ride his 250 hard without a clutch.

With Atkinson out, Lafferty's only local competition was with brother Rich, and Michael never let up from there to the finish. By 2:38 p.m. the sun was out, the snow was all gone, and shortly after that Mike Lafferty clocked out of the woods with a 39 total on his score card, nine points better than his brother, and 11 points away from Hawkins, who accepted his loss philosophically. "I knew it was going to be tough racing in Michael's back yard, and I know all these local guys are tough. I came here hoping for a top three finish so I stayed in the points, and I accomplished that, so I'm happy. Michael and Rich both rode well today, heck a lot of guys rode well."

"It was cold this morning," Lafferty said. "I thought the weather would get us all, but it didn't. I just rode as hard as I could, all day. I knew Rich was right back there, I knew Randy was riding really good, I couldn't afford to make any mistakes. So I just kept it pinned

and it all worked out."

Following the top three was David Lykke, who put in a strong ride with a 52, and Craig Holasek (Hus) from Minnesota, who scored 58 points. Sixth went to Gas-Gas' Matt Stavish, who dropped a 59 for the day.

Chris Smith, on the big electric-start four-stroke, held on for a seventh overall and top A Four Stroke—"Man, the bike knows where to go! I'm just sitting on it turning the throttle!"—and eighth went to Nathan Knight, also of the Gas-Gas team. Filling out the top ten were two local riders, both riding out of B&B Cycle. Craig Shenigo dropped a 68 for ninth, and Jim Gunselman scored a 72 for tenth overall. Joe Cartwright (Hon) was the top B class finisher with a

105, giving him the High Point B trophy, and Brian Glenn scored the High Point C award with a 144—and he was only one of seven C riders to finish!

"Any club that has a question about what a national enduro should be," Randy Hawkins said, after the race, "they should give Mr. Lafferty a call. He and his crew, the Tri-County Sportsmen, did an excellent job. It was funny, though—70 degree weather one day and snowing the next! It was a good, physical race, not a lot of games played, you couldn't ask for a better race."

With four rounds down in the series Lafferty and Hawkins are tied with two wins each, with Lafferty having the edge in points, 106 to 99, unofficially. ↑

Greenbrier National Enduro Unofficial Results		
Michael Lafferty	KTM	
Grand Champion		
Rich Lafferty	KTM 48	
High Point A		
Joe Cartwright	Hon 105	
High Point B		
Brian Glenn	Kaw 144	
High Point C		
AA National		
1. Mike Lafferty	KTM 39	
2. Randy Hawkins	Yam 50	
3. David Lykke	Yam 52	
4. Matt Stavish	Gas 59	
A 200		
1. Jerry Madore	Yam 75	
2. Mark Roll	Yam 82	
3. Mike Sigety	Yam 83	
4. Robert Mohn	Kaw 83	
5. Dan Stoppo Jr.	Yam 83	
A 250		
1. Craig Holasek	Hus 58	
2. Nathan Knight	Gas 64	
A Open		
3. Jeff Moyer	KTM 74	
4. Brian Russell	Hon 79	
5. Jamie Wright	Yam 80	
A Vet		
1. Mike Beeler	KTM 75	
2. Steve Guers	KTM 91	
3. Scott Hofmann	KTM 93	
4. George English	KTM 109	
5. Dean Spencer	KTM 115	
A Senior		
1. Craig Shenigo	KTM 68	
2. Steven Larkin	Yam 72	
3. Jeff Kirchner	Hus 79	
4. Ken Law	KTM 86	
5. S. Chapkovich	Suz 101	
A Senior		
1. Jim Gunselman	Yam 72	
2. S. Crouch Jr.	Kaw 92	
3. James Kalleker	Hus 98	
4. John Farrar	Yam 103	
5. W. Fontanazza	Yam 106	
A&B Super Senior		
1. Scott Wolf.	Hus 184	
2. Richard Trader	KTM 403	
B 200		
1. William Hess	Kaw 106	
2. Jason Smith	KTM 138	
3. Mark Delong	Kaw 208	
4. Ja Beep Bopp	Hus 233	
5. Frank Wilson	KTM 262	
B 250		
1. Derek Serrens	ATK 108	
2. Bob Heinzerling	KTM 126	
3. Phil Cassot	Hon 129	
4. James Earley Jr.	Kaw 155	
5. Brian Burt	KTM 169	
B Open		
1. Timothy Rooney	Yam 153	
2. Giles Ryan	KTM 194	
3. Michael Barr	KTM 223	
4. Eric Aaroe	KTM 252	
5. David Barnes	ATK 281	
B Veteran		
1. Todd Temple	KTM 122	
2. Jeff Brown	Kaw 126	
3. Todd Fenton	KTM 142	
4. David Mills	KTM 174	
5. William Gilmore	Kaw 184	
B Senior		
1. Joe Chambliss	KTM 296	
B Four Stroke		
1. Joe Dickenson	122	
2. James Paul	Yam 215	
3. Mark Schleeweis	Hon 227	
4. Mark Perry	Hon 247	
5. Mark Quador	Yam 492	
C 200		
1. Jeffrey Weiss	Kaw 244	
C 250		
1. Ed Hutchingson	KTM 193	
2. Jason Spayne	Hon 204	
C Open		
1. Mike Kicinski	149	
C Veteran		
1. Michael Kearns	KTM 210	
2. Richard Miller	Kaw 282	

**Dual Sport
Conversion Kits
& Accessories**

High-Output Off-road lighting and stator Rewinding. (2-stroke & 4-stroke.)

Kits include fully D.O.T. legal lighting, wiring harness, regulator/rectifier, switch assemblies, laser cut brakery, Ni-Cad battery, electric horn, and detailed instructions (4.0 to 7.0 lbs.). \$365 - \$460, partial kits and custom configurations available.

Street legal Conversion Kits for: Hondas, Kawasakis, Yamahas, Suzukis, KTM's, and Huskys.

FOR ORDERS ONLY CALL: (800) 422-5292

INFO: (858) 578-9111
FAX: (858) 578-9077
E-Mail: bajadesigns@bajadesigns.com
Visit our catalog and shop on the internet at:
<http://www.bajadesigns.com/>

baja designs

ALLIGATOR ENDURO

Hawkins triumphs over a tough ride

This was the Golden anniversary of the Alligator, 50 years worth of woods riding in Daytona. With all the land problems facing off roaders, it's hard to believe this enduro has been going strong for so many years. The location has changed a few times over the years, but its reputation hasn't: A tough enduro. And this year, most had a feeling the Daytona Dirt Riders were going to give riders one to remember. The buzz in the pits was that it would be the toughest in years.

With the 'gator it's either under water or dusty, and this year it was dusty. It was also hot, the high 80's. The trail was a little over 70 miles with some fresh cut stuff thrown in; although it's hard to tell if there was new trail under all those palmettos.

Some of the nation's best race this race. Although absent this year was Yamaha's Ty Davis and the Team Kawasaki and Suzuki guys. Years ago the AA class included all the manufacturers and their top riders. Lately the trend seems to be toward the GNCC series and that's it. It just looked a lot better to see all the factory teams participating and not just the ones doing the enduro series.



Randy Hawkins took the overall on his big 426.

It was good to see the big Gas Gas trailer parked in the pits. I think its former owner was Ricky Rudd the NASCAR driver. It's quite a set up.

Right now, six time enduro Champ Randy Hawkins is on a roll. He won the first two rounds of the National enduro series and he seems to have finally got the hang of his Yamaha 400. Hawkins (Yamaha, MSR, Bridgestone) took the overall this year, with a score of 14 making him a three time winner. "It was a tough race, but we've got the bike working good and really didn't have any problems all day." His main competition, two time enduro champ Mike Lafferty (KTM, Moose, Enduro Engineering, Arai) came up a point shy of Hawkins with a 15. "The Alligator is tough, this year was one of the toughest I can remember I would have had more fun if I wasn't nursing a major blister on my left hand. It's almost my whole palm. I got it at the Okeechobee GNCC. Really all I tried to do today was hold on." 250 A rider Joey Ambrosini on a Kawasaki tied with Lafferty with a 15 for third overall. Senior A rider Jeff Fredette took fourth on his trusty KDX with a 17. Mike Grizzle, on a Husaberg 501, rounded out the

CHAMPIONSHIP EQUIPMENT

KTM
SPORTMOTORCYCLES



Order
Yours
Today!
Before
Time and
Supplies
Run Out!

Ask the Champs how they like theirs:

Kevin Hines: '95, '98 NETRA Champ

Jason Cayer: '96, '97 NETRA Champ

Hans Neff: '99 NETRA Champ

RAZEE
MOTORCYCLE CENTER

730 Tower Hill Road - U.S. 1
North Kingstown, RI 02852
401/295-8837 • 401/88H-ONDA
FAX 401/294-7381



"The Old West! NMA does a great job! I highly recommend this trip. A bargain! A guaranteed good time! Sure I'd do it again, & I'll enthusiastically recommend it to you, right now."

Paul Clipper, Trail Rider

"One of the most enjoyable vacations I've ever had!" Nick Krupa, in Florida Trail Rider

"A great week! A Motorcycle Adventure and a half!" Ed Jolly, Sr. in Cycling East

"A good ride! I felt like life could not get much better, forgot about work completely. A hell of a good time, and it's not that expensive. I'll be back!" Steve Eversfield in TrailBike (England)

"Treat yourself to a vacation tour you'll never forget. Give Matt Ernst a call for the time of your life!" Southeastern Bike News

RIDE THE REAL WEST!
Complete Motorcycle Tours
Call: 775-359-4380



This guy looks like he's in a hurry. Allen Gravitt went for it, but missed by a handful of points.

top five, also with a 17.

The race was short, if you're used to riding the Nationals. But 70 miles of sand whoops and high temps, then add in some dust; well, it was tough enough for anybody. The course was divided into four points taking sections. Two before the gas stop and two after. The first and last sections were the "KILLER" ones, the ones that created the most complaints after the race. Six or so miles of pine thickets



Mike Grizzle kept Lafferty honest all day, and picked up a second in the AA class.

and fire road gave everyone ample warm up time before the first section. The trail was full of tight switchbacks through foot deep sugar sand. Brief jaunts through the pines connected the sandy stuff with short stints into the palmettos. It could only be described as brutal. Ron Miller, a longtime SETRA rider and Master B class winner summed the section up. "It was like I didn't know how to ride a motorcycle. I couldn't turn in that deep sand, it was just tough. I don't see how the AA's ride in that stuff so fast." Hawkins had little trouble, he dropped three points. "The section was tight, but you could get a rhythm

all the winners...

1949 Harvey Sweet	BSA	1975 John Penton	Penton
1950 Claude Goulding	HD	1976 Skip Olson	Can Am
1951 Earl Robinson	BSA	1977 Skip Olson	Can Am
1952 Claude Owen	BSA	1978 Jack Penton	Penton
1953 Ralph Davis	BSA	1979 Jack Penton	Penton
1954 Bill Penton	BSA	1980 Ted Leimback	Penton
1955 Leroy Winters	Indian	1981 Kevin Lavoie	KTM
1956 Frank Plasicki	HD	1982 Kevin Hines	Husky
1957 Leroy Winters	HD	1983 Dick Burleson	Husky
1958 Don Pink	HD	1984 Mike Melton	Husky
1959 Charles B. Jones	BSA	1985 Kevin Hines	KTM
1960 Leroy Winters	Triumph	1986 cancelled	
1961 John Penton	BMW	1987 Kevin Hines	KTM
1962 John Penton	BMW	1988 Larry Roeseler	Kawasaki
1963 John Penton	BMW	1989 Joey Hopkins	Suzuki
1964 John Penton	BMW	1990 Randy Hawkins	Suzuki
1965 William Brandon	Triumph	1991 Blair Sharpless	Suzuki
1966 William Baird	Triumph	1992 Joey Hopkins	Kawasaki
1967 John Penton	Husky	1993 Steve Hatch	Suzuki
1968 Dave Knutsen	Bultaco	1994 Joey Hopkins	Kawasaki
1969 John Penton	Husky	1995 Randy Hawkins	Suzuki
1970 Dallas Nichols	Honda	1996 Steve Hatch	Suzuki
1971 Ron Bohn	Husky	1997 Randy Hawkins	Yamaha
1972 Calvin Lane	Yamaha	1998 Mike Lafferty	KTM
1973 Sherrill Kennedy	Penton	1999 Mike Lafferty	KTM
1974 Herluf Johnson		2000 Randy Hawkins	Yamaha

through the trees, you had to know how to ride in the deep sand." Florida enduro champ Ashley Brewer and Lafferty were the only other riders to drop three in the section. Ambrosini, Fredette, and Grizzle would drop four.

If you weren't too far behind you got a nice 10 minute reset before section two, the last points taker before the gas. The trail was easier, pines and palmettos, with whoops thrown in for fun. Lafferty and Hawkins blazed through the section dropping four

(Continued on page 40)

TOWN & COUNTRY CYCLE CENTER



TM



Husqvarna

VOR

GAS GAS



NORTH JERSEY'S #1 OFF-ROAD SHOP

NOW IN A NEW LOCATION!

115 ROUTE 23 NORTH
HAMBURG, NJ 07419

973-875-2111

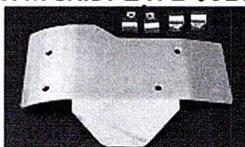
FAX 201-875-8968

UPS • VISA • M/C • AMEX • DISCOVER



NEW KTM TALL FOAMS AND COVERS
FOAMS \$59.95 COVERS \$64.95

NEW LIGHTWEIGHT
KTM SKIDPLATE \$62.95



NEW PRODUCTS
ENDURO ENGINEERING



40% EASIER PULL!

KTM EASY-PULL HYDRAULIC CLUTCH LEVER
NEEDLE BEARING PIVOT

\$39.95!

(517)393-2421 PH.
(517)393-0632 FX.
www.enduroeng.com

CALL FOR
FREE
CATALOG!

HUSQVARNA TE610

Heading for the woods with the Big Gun

by Mark Uth

Open class four-stroke dirt bikes. Certainly not at the top of our list of technical enduro weapons. When Husqvarna USA's Rob Keith told us he had an new TE610 test bike waiting for us, I'll have to admit, there were some serious reservations. I could think of many reasons to shy away from a big four stroke, but this Husky may have changed my mind. Husqvarna's TE610 is in fact a surprisingly able mount, one that we were happy to ride the wheels off of while it was eagerly passed from test rider to test rider. It proved well up to the rigors of technical woods competition, however, where it really won us over is when things opened up. It's then and there that the bedrock-stable chassis and bottomless open class power shine through, providing an incomparable riding experience.

Tire Kicking

This year's model improvements include a new ignition system that eases starting and boosts power output. Then there's a new seat, body work and side panels wrapped around an all-new single-muffler exhaust system. Ergonomically, it's much thinner and easier to move around on, light feeling, and best of all, quiet in spite of the ample power output.

New radiator shrouds were added to match the rear treatments. Other motor changes include new clutch plates, a steel kickstart lever and updated Dell'orto pumper carburetor. All worked flawlessly. Finally, the wheels now have new race-bred hubs that were reportedly developed on Alessio Chiodi's race bikes. They're lighter and stronger, the spool shaped hub itself having a hand made sand cast look to it. All in all, the 2000 model boasts quite the goody bag of innovations.

Additionally, plenty of good stuff was retained from earlier models, a list that includes Domino controls and useful enduro treatments like a trick, twin beam headlamp, unbreakable tail lamp lens and mechanical odometer. Venerable Brembo braking components are still used front and rear, and in the suspension department, the able Marzocchi 45mm USD fork and Sachs shock have returned. On the downside, wimpy Michelin Euro eco tires are used front and rear (Enduro Comp III), and standard carbon steel handlebars have also returned. Nonetheless, its still a refined package that's put together well, and looks the part.

Motor Eval

In our opinion, the new exhaust system is arguably the most important motor innovation for 2000 and certainly a vast improvement over the old dual exhaust layout. The old twin muffler system was a bit loud, and surely heavier than a single exhaust system. The new alloy canister weighs less than the old twin tailed system and is quiet, nearly as quiet as the whis-



No doubt the Husky is a handsome beast. Get it out on a straightaway and twist it wide open, and you'll know both the beauty and the beast.



The combination of a good suspension system and almost limitless horsepower begs for a good slide.

per of a stock XR250. It's a free breathing system that allows the motor to sing even while being muffled enough to avoid offending neighbors and passers-by.

From the saddle, the 576cc, single overhead cam Husky mill remains a power giant, but a gentle one at that. It doesn't have raw, abrupt power; like say a YZ426 or works racing thumper, not to say that it doesn't have that potential. We rode one of Jackie Marten's racing Husky 610s a few years back, and quite frankly the thing was a monster. The slightest throttle abuse resulted in the bike standing straight up on its rear wheel. Very intimidating. Instead the 2000

model TE610 provides a smooth, controllable rush of power and as such remains plenty tractable. You can still spin the tire at will with a simple twist of the wrist, even when in top gear with good traction. Beware that the TE610, mixed with knobbies, asphalt and a careless right hand, are a recipe for disaster. While in the dirt, it at times seemed that the only thing that the throttle controlled was the amount of roost thrown. There are few things more thrilling than holding this 610 wide open on a long sand road.

Cogs in the six speed gear box are well chosen. Low enough for slow going while still providing warp drive way faster than you should ever ride in the woods. On the trail the TE610 motor doesn't exhibit much compression braking, which eases its rideability by

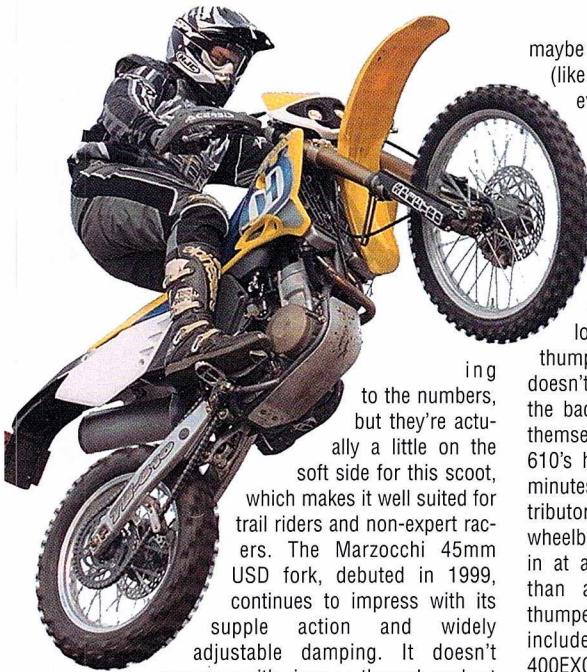
converted two-stroke pilots. Keeping the idle a bit high aided this, as well as reducing the likelihood of four-stroke stalling. Cough and die stalls were a rarity, occurring maybe twice in a thousand miles of testing and trail riding. We ned to add also that the clutch pull on this bike is much lighter than you'd expect, on par with that of a 250 two-stroke.

Regarding starting, the 610 motor proved to be an easy starter, cold or hot. With a cold motor, the 610 almost always lit off after several kicks with the choke on, regardless of ambient temperature. Oddly, even during winter time temps the motor wanted the choke flipped off almost immediately thereafter, telling us that the choke circuit is fairly rich on this bike. The big Husky was a one kick starter when hot, just as long as it was one BIG kick. Finally, anyone who's not accustomed to a left side kickstarter will find it a bit of a challenge, although, it really doesn't take long to get acclimated. Our 610 test bike started consistently whether using a right (straddling the bike) or left leg for kicking.

For improved reliability, newer Husky thumpers now have a lubrication system (new in '99) that uses an oil pump in addition to the reed valve for oil circulation. The wet sump Husky motors have always been reliable, however the new oil system provides some added insurance (and peace of mind). Husky thumpers are also equipped with a plated cylinder for easier top end servicing. Stock jetting was near perfect during a test regime that was conducted at sea level in temperatures from 20-75 °F. The 610 didn't ever heat up or pop, even in the slowest going. Our only observation was that it was perhaps a little rich on the bottom (very slight). Closing the fuel mixture screw a quarter turn or so took care of this, although before making that adjustment it didn't cause any other trouble.

Suspension and Handling Analysis

The spring rate seems high front and rear, accord-



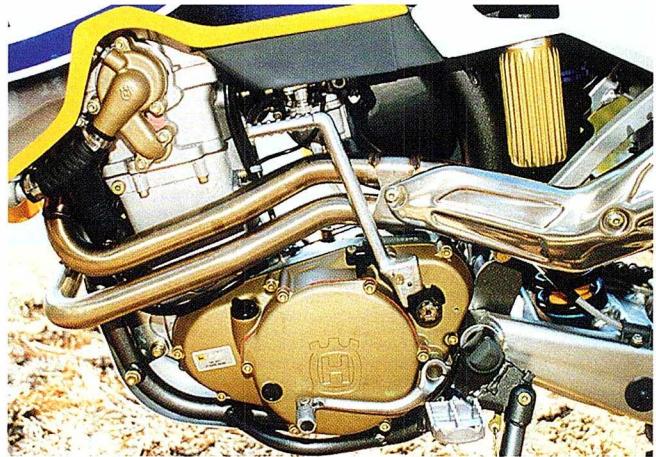
ing to the numbers, but they're actually a little on the soft side for this scooter, which makes it well suited for trail riders and non-expert racers. The Marzocchi 45mm USD fork, debuted in 1999, continues to impress with its supple action and widely adjustable damping. It doesn't pump up with air or go through seals at an unacceptable rate either. We found that the factory-set clicker positions provided decent performance in most circumstances, certainly ballpark. However, with these settings the fork could be bottomed under some fairly mundane circumstances. The 4.2 N/mm fork spring might be a little light for a bike of this size. Note that the TC610 motocross bike comes with a whopping 4.8 N/mm fork spring. Locally, the 4.2 is probably fine for technical rock riding, however, I'd consider trading up to a 4.5 N/mm spring for strictly sand racing or hare scrambles. West coast/desert and

maybe even riders competing in faster competition (like GNCC) will certainly need the 4.5, or maybe even the 4.8 motocrosser spring. Out back, the Sachs shock felt excellent, while admitting that the hi/lo compression damping controls continue to confuse us. The shock spring rate is 5.8 Kg/mm, which worked well under just about all conditions.

Suspended as such, the TE610 is as stable as an aircraft carrier in a smooth pond. High speed drifting in corners, in whoops, across logs and roots are a cinch as this Husky mega thumper is easy to just hop on and roost. The bike doesn't deflect, knife, dive, drift or wash-out. Nor does the back end hop on chop. Most test riders found themselves quickly acclimated and confident in the 610's handling after just a few minutes aboard it. A major contributor to the bike's handling is wheelbase, the TE610 weighing in at about a half inch longer than all of the new super thumpers at 58.86". This class includes the YZ426, WR400, 400EXC, 520EXC and XR650R, which to a bike sport a like wheel base of about 58.3". Suzuki's DR-Z400 is the shortest of the class of 2000 with a wheelbase of 58.07". For historical reference the XR600 wins the wheelbase wars with a short length of 57.3", while KTM's LC4 models are at the other end of the spectrum at 59.5".

The two things that the Husky 610 does aptly, but not without

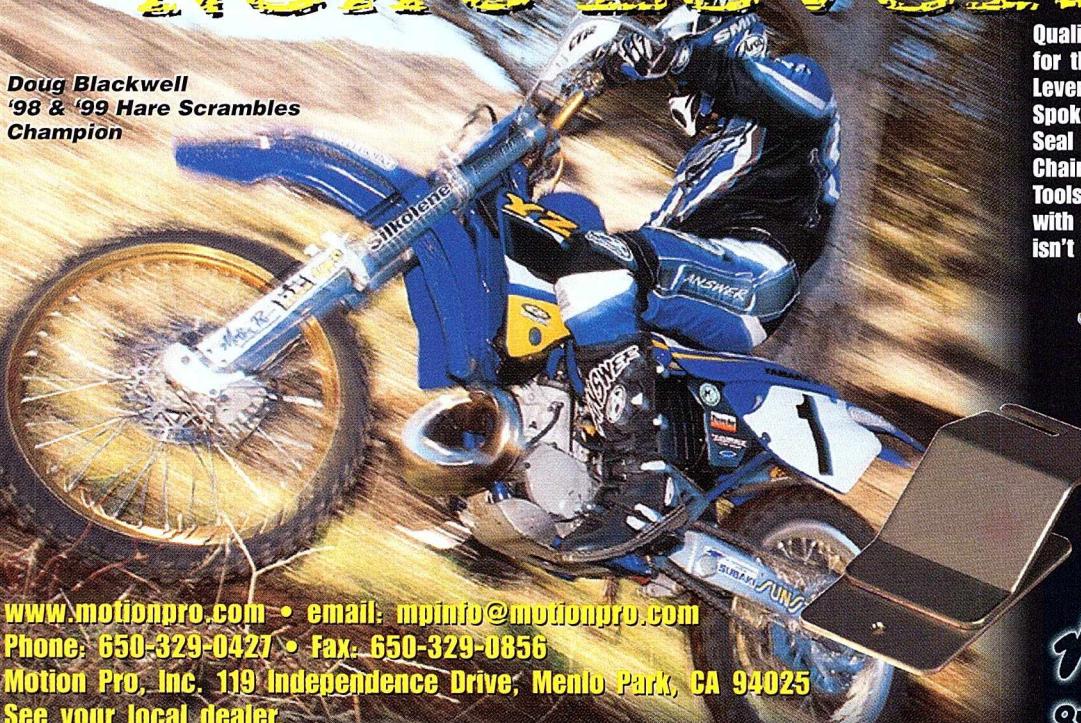
some effort are (surprise!) ignorant tight trail and "big air." In the tight, all those big, rotating motor components and "right now" power delivery make wrestling it through skinny trail a bit of a workout. Sure, with finesse it can be done, and at a good clip too, it's just that you had better be ready to work. Turnability is also affected by an over zealous steering stop that limits turning radius. We've always ground down the steering stop tab in order to permit tighter turning. Being mounted on the front of the steering stem makes this an easy fix and some adjustment is possible without interference problems between the triple clamps and fuel tank or radiators. Regarding jumping, the bike's weight (about average for a big four-stroke; more than the new KTM's, comparable to the WR400, less than the XR650) and somewhat soft suspension



The 610 powerplant is the heart of the beast; all kinds of power, six gears, and an attention to detail that could qualify as pure art.

Take it to the Next Level.

Doug Blackwell
'98 & '99 Hare Scrambles
Champion



www.motionpro.com • email: mpinfo@motionpro.com
Phone: 650-329-0427 • Fax: 650-329-0856
Motion Pro, Inc. 119 Independence Drive, Menlo Park, CA 94025
See your local dealer.

Quality Tools & Controls designed for the Next Level! Control Cables, Levers, Spark Plug Wrenches, Spoke Wrenches, T-Handles, Fork Seal Drivers, Tire Irons & Tools, Chain Tools, Engine Diagnostic Tools and much, much more... Start with the basics, and the Next Level isn't so far away!



MP Tool

"Bead Buddy"
off-road tire tool

Motion Pro

Quality Tools & Controls

'00 Husqvarna TE610 Specifications

Frame type	steel single beam w/alloy subframe
Wheelbase	58.86"
Seat Height	34.84"
Tires	Michelin Enduro Comp III
Tire size (front/rear)	90/90-21; 140/80-18
Suspension travel (front/rear)	11.2"/12.6"
Fork	45mm Marzocchi USD
Fork spring rate	4.2 N/mm
Fork oil level	70 mm
Shock spring rate	5.8 kg/mm
Recommended rear sag	100mm (cold); 95mm (warm)
Brakes	Brembo
Minimum Ground Clearance	14.49"
Claimed Weight (dry)	259.7 lb
Fuel Tank Capacity	9.1 liters
Suggested Retail Price	\$6299
Engine	liquid cooled, single cyl. 4-stroke
Head configuration	SOHC driving four valves
Lubrication	wet sump w/ oil pump
Oil capacity	1.6 liters
Displacement	576cc
Bore/stroke	98mm x 76.4mm
Ignition	CDI w/variable digital advance
Transmission	6 speed
Final Drive	14/48
Chain	DID 520 O-ring
Carburetor	40mm Dell'Orto w/acc. pump
Stock jetting	
High Speed Jet (Main)	175
Low Speed Jet	62
Starter jet	60
Needle Jet	264AB
Jet needle/clip position	K32/3
Slide	40/3
Idle mixture screw position	2 turns out

made possible by the new exhaust system really contributes to a lighter, more nimble feeling ride in the trail.

Odds and Ends

Common Brembo braking components proved more than up to the task of hauling down the 610 at all speeds. A recurring complaint of the rear Brembo setup, touchiness, isn't evident with a bike of this size. Brake feel and longevity were good. If you're riding a new Husky, be sure to check and keep an eye on the rear brake rotor mounting bolts, as the ones on our test bike were insufficiently tightened at the factory. Loose, neglected fasteners here could trash a hub—we fortunately caught ours before this occurred..

Speaking of problem fasteners, we've had problems with the brake pedal mounting bolt on many late model Huskys backing out and is another thing that should be watched or perhaps even pre-empted with thread locking compound. The enduro kit that is supplied with the U.S. TE610 includes the trick Molsoft rear tail lamp lens that is a great "legalizer." However, there isn't a real clean (read: flat) mounting spot for it on the new rear fender. We ended up installing an Acerbis tail light/fender extension instead.

What it all comes down to is that Husqvarna's got a winner on its hands with the TE610. While it might not get all of the attention of recent super thumper introductions by Yamaha, KTM and Suzuki, the fact is that these Huskys could in some ways be considered the mother of the recent four-stroke explosion. As a matter of record, the Husky 610 has been bringing home four-stroke championships for more than a decade. So far

components are at odds with abrupt landings. Again, stiffer springs would help here, although even so equipped we doubt that it will ever be really agile in the air. However the thinner seat and rear body work



One of the best 2k improvements is the single exhaust, which allowed slimming of the body work, making the 610 much slimmer and easier to control.

as we can see, the year 2000 models are more than capable of continuing that tradition. ↑

B&B Sales & Service
791 Flory Mill Rd. • Lancaster, PA 17601
717-569-5764

KTM
SPORTMOTORCYCLES

**ESCAPE YOUR COUCH
THIS WEEKEND**

www.ktmusa.com



K Style, is the
official race gear
of Team KTM.

250 EXC

Venture outside the cushions on any of the 5 World Championship Enduro mounts from KTM. If you're into Enduro riding, we've built the perfect machine for you. Visit us today for model details and financing that best fit you.



2000 HUSKYS ARE HERE!

**50 HUSKYS IN STOCK,
ALL THE TIME**

**PARTS FOR OLD BIKES OUR
SPECIALTY, WE HAVE IT, OR
WE CAN GET IT FAST!
MOREL'S IS THE SOURCE FOR
ALL YOUR HUSKY NEEDS**

MOREL'S HUSQVARNA

822 E. WASHINGTON STREET
NORTH ATTLEBORO
MASSACHUSETTS 02760
(508)695-2061

Tue, Wed, Thu, Fri 9—6
Sat. 9—4
Closed Sun & Mon

How do *you* commute?



1999 E.C.E.A. Hare Scrambles Champion Fred Hoess gets up to go to work just like the rest of us... but that's where the similarity ends.

When your idea of a weekend fun ride takes you through a hundred miles of the worst terrain the promoters can dream up, you learn quickly to appreciate durability. You expect the same fun and reliability from your transportation. The average street bike just won't

do. That's why Husqvarna offers a full line of Dual-Sport and Supermotard motorcycles, each designed with an emphasis on quality and reliability developed over 97 years of championship winning motorcycle racing.

Husqvarna
MOTORCYCLES



For more information please contact an authorized Husqvarna dealer near you or contact us at 215-830-3300. Also visit us online at www.husqvarnausa.com

Always wear a helmet, eye protection and proper apparel.

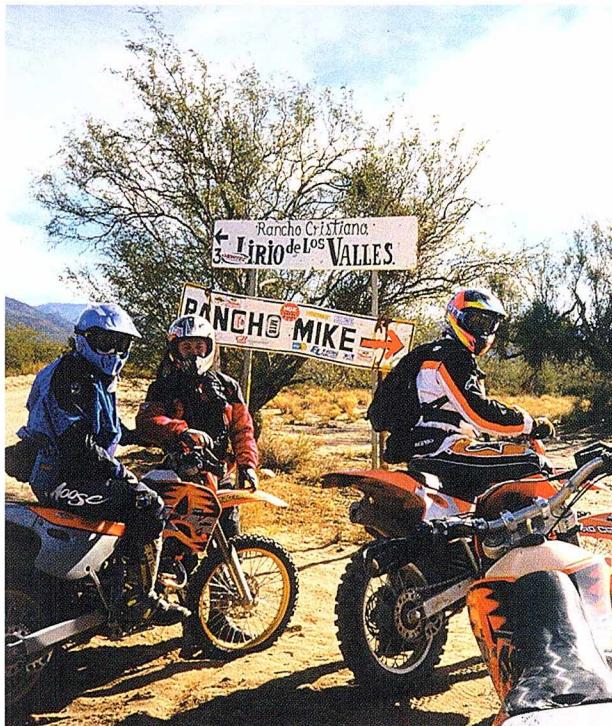
BAJA WEEKEND

You're a dirt biker? Then you have to ride in Baja some day....

Senor, goggles por favor!" I hesitated, and then took off my goggles and my helmet and handed them over to Santana, one of the guides who sprayed them with an anti-static, then wiped them clean. This ritual occurred every time we stopped for fuel, refills or lunch. It is just part of the attention to detail that we slowly realized was the daily Chris Haines' Baja Tours format when he takes you into his back yard to ride in the dirt. That back yard is the Baja California peninsula section of northern Mexico.

The dirt was as fine as flour in the dry lake bed known as Lago Diablo (Devil's Lake). We were 11 bikes strong, barreling along the vast expanse of Diablo sometimes 9 bikes wide with incredible grins on our faces. It is difficult to describe the feeling of euphoria flying along at 60 mph with 4 guys on your right and 4 on your left, with everyone focused on the straight-ahead and with no change in elevation in any direction. About the only way to follow in these giant dust balls was to stay right next to the leader. It did not take long to figure out that this was the highlight of the trip, keeping up with Chris and Santana, the desert racers. Both men finished high in the rankings in the annual Baja 1000 Desert Classic.

Our group settled into a simple pecking order as the "Orange Squad" of KTM's picked their way through ranch access roads, which



On the road to Rancho Mike. Mike's Sky Ranch has been a northern Baja destination for years, and it's a real dirt bike haven in the middle of nowhere. Lots of good riding there and on the way, though.



On of the things you get to ride in Baja is El Diablo Dry Lake, a truly unique riding experience for most Easterners. Right: Puddle on the trail.

were laced with plenty of water crossings and long patches of deep loose sand. Oh yeah, throw in a bunch of tight turns and a few vague forks in the road in the middle of all this sand and the men and boys start to get separated. Lots of soft landings and tired

guys. A few tried running alongside their bike while it built enough inertia so they could jump back on and catch the guy in front. It worked for them, so the technique was acceptable. The easier method was to twist your wrist and fly over the sand, not plow through it.

Only a third of the group had any experience as dirt bike riders. The rest consisted of guys who had ridden in the dirt before they ever tried paved surfaces. Two had never ridden off-road, so it was a

bit of a training mission, with Chris and Joe Barker talking everyone through their Safety and Technique Clinic. Joe, a former gold medallist and Penton factory rider in the '70s, was very patient and

had the ability to make the explanations simple and clear. He and Chris kept everyone upright and steady. This outing was designed to give all levels of experienced riders a chance to ride in the dirt in the wide-open places, experience the deserts, the Pacific coast, and all the mountains in between. The tallest mountain in Baja is over 10,000 feet. When compared to sea level, 45 miles to the east in the Sea of Cortez or the ocean 50 miles to the west, it makes for lots of hilly mountain trails, foothill paths and miles long whoop-de-do sections.

This is some of the most challenging riding in North America, with incredible variety of terrain and geography. We were constantly reminded of where we were with all the cacti that we gingerly avoided. Tom, who rides in hare scrambles in the New England region every weekend, brushed his shoulder against one of the Sotol cacti and was filled with spines. Ouch! We had to extract them with a pair of pliers, as nature designs them with microscopic barbs to stay in place. The next day he had a big rash on the same shoulder.

After his third soft fall in the sand, Jeff complained that he couldn't catch his breath. We sat him down—he was hot, exhausted and dehydrated. A cold bottle of water and some shade did the trick. Joe had him move his kidney belt from his waist up under his armpits and made it as tight as possible. It is the ideal "boonies" treatment for a bruised rib. After 20 minutes, Jeff got up, kicked the bike back to life and continued to catch up to the rest of the group.

The path meandered up and down steep hills covered with loose rocks and shale. Both uphill and downhill had deep rain ruts that acted as King Kong tire grabbers. With good coaching, even the neophytes came through this little test unscathed. There was little time to enjoy the scenery and solitude out in the



SPECTRO

“...the most reliable product out there today! Thanks, Spectro”

-Ty Davis

America's #1 off-road racer!*

Spectro congratulates Ty Davis for his recent A.M.A. National Enduro championship on his Monclair Yamaha-Spectro YZ-250.

* Dirt Rider Magazine Editor's Choice June 1998

**Dirt Rider Magazine Reader Surveys 1997 and 1998 Brand of two-stroke oil purchased most often

***American Roadracing Magazine Reader Surveys 1994, 1995, 1996 Brand of Oil Currently Used

Also used by Team:



Husqvarna



GAS GAS

America's #1 four-stroke oil!***



America's #1 two-stroke oil!**

SPECTRO OILS OF AMERICA • 993 FEDERAL ROAD, BROOKFIELD, CT 06804 • 1-800-2-GET-Oil • FAX 203-775-8720

WE HAVE ALL YOUR ACCESSORIES AT GREAT PRICES!

ACERBIS

Thor

MSR

Moose

Dog's
POWERSPORTS



856-719-1448

OR FAX TO 856-719-1451

Operated by
GARY NOBLE

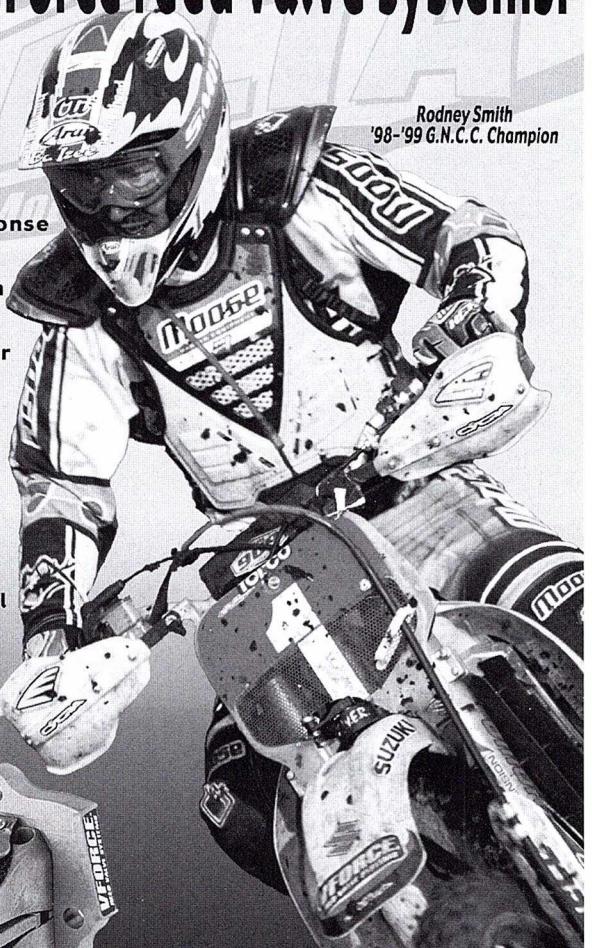
"A rider who knows what riders want"

LOCATED IN CHERRY PLAZA
AT THE BERLIN CIRCLE

115 ROUTE 73 NORTH, BERLIN NJ 08091

Parts & Accessories for
Motorcycles, ATVs & Jet Skis

**Rodney has a choice...
he chooses VForce reed valve systems.**



Rodney Smith
'98-'99 G.N.C.C. Champion

■ Sharper Throttle Response

■ Explosive Acceleration

■ Significant Horsepower
Gains Throughout the
Entire Powerband

■ Tension Adjusting
Reed Stops

■ Twice The Reed Tip
Surface of Conventional
Valves Resulting in
Unequaled Air-Flow



Suggested Retail
of \$148

Moto Tassinari

Contact Your Local Dealer or Moto Tassinari at: p:603.298.6646 f:603.298.6656

Snowmobile | Motorcycle | Watercraft | ATVs | Shifter Karts | Micro Sprints

www.mototassinari.com

desert, as we really had to focus and read the road. The novices quickly learned to stand up on the foot pegs for very long periods of time. Great riding, great landscape and plenty of challenge; to say nothing of the dirt and grit in our mouths.

By 1:00 p.m. everyone was ready for a rest. Time to give those calf muscles a break. At the end of our long morning dodging ruts, rocks and miles of sandy wash, a cold drink seemed like a great idea. What we first saw seemed like a mirage in the middle of the desert: Chris Haines and his Baja Tours' staff had set up a big portable awning with a table and folding chairs in the middle of a clearing. Obviously they had taken the road into the site while we were beating ourselves up riding on part of the Baja 1000 race route. It was an incredible sight—fantastic healthy food with baskets of fresh bananas, pears, apples and oranges. There were loaves of fresh bread with sliced turkey breast, ham and cheese with an abundance of Gatorade, Snapple and fruit juices. The highlight of all this civilized treatment was the blue 5-gallon jug sitting on a milk crate with a squeeze bottle of soap and a dozen white hand towels. Damn - wash your hands, get the grime off our faces and eat with clean hands...what a concept!!

While we were drinking and eating, Ricardo put on his shop apron and began to refill all the bikes. The 400cc and 600cc bikes got gas, while the 200s, 250s and 300s were topped off with 2-stroke premix. It was also during this that I realized that Santana and Darren were performing goggles and bike clean-ups. Man, these guys were like a well-oiled Indy pit crew! Everyone had a job and jumped to it at every stop. The magician who kept all the balls in the air was Frankie, Chris's right hand man. This team puts in a long four days followed by three days back home, doing maintenance from the previous weekend and preparing for the following weekend.

After lunch, we screamed across a wide, desolate flat with everyone in a pattern that reminded me of Canadian geese flying in formation. Anything to avoid all those clouds of dust. As soon as we began our first foray into the dirt just east of Ensenada, Chris and Santana managed the distance between us by sending us off 30 seconds apart. Santana literally had his watch out and dropped his arm every time it was time for the next rider to take off. What we discovered very quickly was that as you catch up to the guy in front of you, his plume of dirt swallowed you up. You could tell at our lunch break those who were most competitive, as they were the ones covered in dirt. The only part of them with anything resembling clean was where their goggles had protected their eyes. I slowed down and waited for the dust to settle because I knew that our overnight stop in San Felipe was still at least two hours away, and I wanted to get there in one piece. For this gang, a cold beer, a hot shower, a massage and a big steak were all they were dreaming about. And that was exactly how we ended our first day in Baja.

After breakfast, we left our beachfront hotel on the Sea of Cortez and headed back into the desert, continuing west up into the mountains we rode past the day before. Our destination was legendary Mike's Sky Ranch—the ranch that we have all read about anytime a story about the Baja 1000 or desert riding south of the border is published. The trail bends and undulates on rocky boulder-covered hard pack. These were true mountain twisties; lots of time up on the pegs with rest periods in the sandy straights. If you didn't keep the power on, you would bog down. Just sit way back and give it more throttle. As remote as we were, we did see a few cattle ranches during our afternoon ascent.

Everyone squirmed through the last few downhills ending at a wide water crossing. Charles stopped to take pictures of people going through the water, throwing up big sprays. Evidently, I had been too controlled riding through the first time. "Would you please go back to the other side and come back with lots of speed and water?" Man, did I get wet! Even the inside top of my helmet was soaked. Hey, I got rid of a day's worth of dirt - only now it was mud! This great spray took place at the entry to Rancho Mike, a good 40 miles from the nearest civilization. Tradition has it that as each rider arrives, you squeeze through the entrance foyer on your bike and park under a canopy facing the swimming pool. We sat around the pool and inhaled a few well-earned, cold ones while other riders arrived every 10 to 15 minutes, in groups of twos and threes. By the time our group had settled in and polished off many beers, the patio around the pool now contained almost 30 bikes, the majority being KTM's and Honda XR600Rs. Clearly, these were the bikes of choice. By the way, while we were unwinding, Chris and his crew began the daily ritual of cleaning each air box and re-lubing our chains.

Mike is a big burly man about 60 years old who lives in Tijuana. He drives down every weekend bring supplies and food for his weekend guests. His father built the ranch in the late 1960s as a horseback and fishing lodge, but the off-road car and bike crowd changed all of that. At \$45.00 per person double occupancy it is not cheap, but when you think of what it takes to run this oasis high up in the Baja hills you can appreciate the effort and value. Dinner was a simple affair—as people arrived, Mike asked you if you wanted chicken or beef.

Once the sun set, it got chilly, even south of the border. It is the mountains after all! Mike had a giant

Getting There—In Style
Lotus Tours has organized 15 International tour operators into a global alliance network, called Moto Global to provide riders world wide with a series of choices for motorcycle adventures in exotic corners of the globe. The Alliance partners are composed of both street tours and off road adventures similar to the Baja dirt story described in the accompanying piece. Their off road adventures include Morocco in North Africa; Madagascar in southern Africa; Borneo and Laos in S.E. Asia and a ride in the deserts of Peru up to the 14,000 ft. Andes of South America. (Trail Rider, Aug. '98 & Motorcyclist, Feb. '00).

Diane Fitzgerald, Lotus Tours president, reports that their Tibet trip is really an adventure expedition as the entire route from Katmandu to Lhasa, Tibet is off road. They have to be prepared for the eventuality of road closures due to floods and land slides. The staff is prepared with tents, sleeping bags, a cook and food as part of a back up plan. Small local inns are the scheduled stops along the way. The highlights of this "Roof of the World" tour is that they will be in the Himalayas and must cross 3 passes at almost 17,000 ft.

Tourmester Burt Richmond indicates that their Baja partner, Chris Haines runs weekend trips every Thursday from San Diego. Several times each season, they run week long off road trips from Ensenada to Cabo St. Lucas, followed by a north bound leg back to Ensenada and San Diego. To reserve a spot on one of the upcoming trips or information about "Where in the World to Ride", contact Lotus Tours at (312) 951-0031, fax (312) 951-7313 or via e-mail:lotus-tours@juno.com. You can also check them out at their web site: www.lotustours.com.

diesel generator running until 10:00 p.m. There were at least 30 riders crowded in to the bar watching—what else?—SpeedVision on satellite television featuring desert racing, trucks, dune buggies and bikes, in the Baja 1000!

Dinner was served in the cookhouse at long tables, served family style, but a waitress brought our chick-

en or beef selections to the table. Platters of refried beans, fresh tortillas and salsa kept coming until everyone was stuffed. Candy bars for dessert gave us a little sugar rush to end the day. If logs can sleep, then we all slept like logs that night.

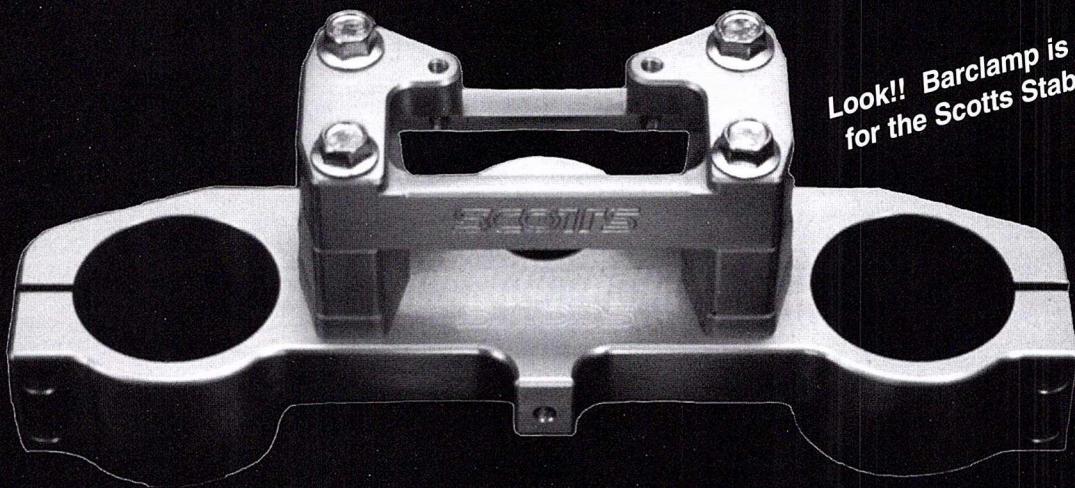
Breakfast at Mike's was the perfect starter after a frosty night in the mountains—the best huevos rancheros, eggs, tortillas, refried beans and hot coffee you could imagine. As soon as the sun was up, the temperature jumped about 20 degrees. We suited up and headed west across the mountain ridges with the pounding surf of the Pacific our destination goal for the day. By 11:00 a.m. we dropped almost 6,000 feet in elevation. Once again, the giant cacti were part of the landscape, along with those sandy bogs. Back on the pegs to glide through those tricky sections. By noon we were dicing the bluffs and gravel roads above the ocean. Ensenada was near as we started to see more habitation. We drove through small villages and subsistence farmland. Tough way to earn a livelihood in this land of sand and cactus.

We had a sumptuous high quality late lunch at a picnic area just south of Ensenada, complete with toilets and a place to wash off the day's dirt. The last stretch north was on a paved road where we sprinted, like horses at the end of the day headed for the barn. Chris had arranged for rooms back at the hotel so we could get out of our riding gear and shower before heading to Tijuana and the airport in San Diego. Joe had a big cactus blossom stuck in the top of his boot. Whoops, he got too close to one of those prickly devils!

We had three and a half great days out in the desert with good friends and challenging riding. Even the insomniacs got a few good night's rest on this trip. Can't wait to get away again to Mexico! Hey Chris, we will be back. Ole! ↑

From the company who brought you the finest steering stabilizer in the world...

SCOTTS
Performance Products



Look!! Barclamp is ready
for the Scotts Stabilizer!

- * CNC machined 6160 Billet Aircraft Aluminum for increased strength, clamping surface and reduction of fork flex.
- * Comes complete with the SCOTTS Stabilizer Barclamp and reversible lower perches allowing variable bar positions.
- * Special "Titanium" color anodizing to match the Scotts Steering Stabilizer Handlebar Clamp.
- * Available for Honda, Kawasaki, Suzuki, Yamaha, KTM, Gas Gas and Husqvarna.
- * Also sold as a complete kit which includes the SCOTTS Crown, a SCOTTS Steering Stabilizer, ProTaper handlebars, handlebar clamp and frame bracket, for only \$599.00! (This option saves you \$140.00 over the individual prices!)

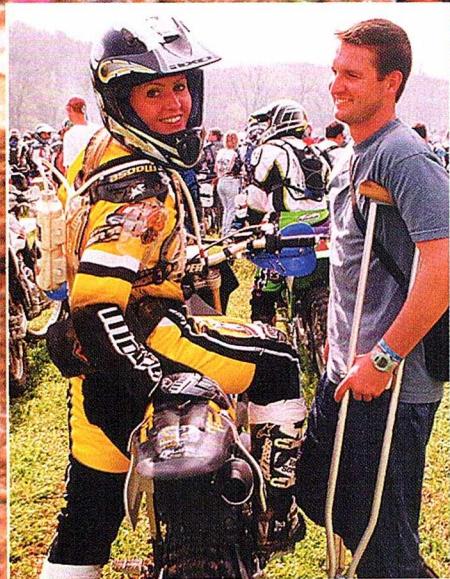
Order Online at our Web site:
<http://www.scottspower.com>

81 248-6747

2625 Honolulu Ave.
Montrose, CA 91020

MAXIMUM WATT

Keeping the power maxed at Big Buck, Steele Creek, and Loretta Lynn's



Background photo: No hurry, no worries as Shane Wattis clears the creek jump at Big Buck. From Left: Doug and Heidi on the line, Paul Edmondson leading Wattis at Loretta Lynn's, Mike Lafferty on the SX400 joins thumper pilots Kiedrowski (30) and Summers (19), the Pro Pits and tech inspection at Loretta Lynn's.

AGE



Big Buck

Round 3, Cross Anchor, SC 3/26

The Big Buck, round three of the GNCC series, was a tight woodsy course for the most part. It was fairly warm and somewhat dusty, since this was the first round where we haven't seen spring rain, except for drought-stricken Florida. I got fired up and borrowed Mike Lafferty's enduro bike, the same one he'd just won the Georgia round of the national enduro series on, the week before. Entered in the morning Sportsman class, I rode around and learned a valuable lesson: If I borrow Mike's bike again, I have to bring my own springs. He sets his bike up so stiff! It's the same as I used to experience on Kevin Hines' bikes. These guys set them up super-stiff so they can survive hitting practically anything. I didn't finish all the laps, but I thanked Mike and made a note to see my dentist to have all my fillings put back in.

The bad part of racing the morning race is not getting to watch Heidi Landon roost around the course. Heidi is, of course, Trail Rider's favorite Women's class rider, since she comes from this neck of the woods. She's also quite easy on the eyes, and an absolute terror on her Husky 125. I'm glad I start on the first row, while she starts at the back, so I don't have to suffer the humiliation of having her pass me. Still, she did pass me at this race, while I was sucking down water and shooting the breeze with Lafferty. Heidi zoomed through and scored another class win, temporarily traveling without her pit crew and fiancé Doug, while he works on healing a broken ankle.

Scott Summers made his racing debut for the season at Big Buck, riding an immaculately prepared Honda XR250 that had been "grown" to about 320cc. "This is my first race back, I've only been testing this bike since Tuesday," Scott said, while limping to his motel room on Friday night. "I can't walk, but I can ride! My plan is to take it easy and finish, get some training in, and get a feel for the bike. It's going to be a long road back." He wasn't in the lead when he came across the creek jump at Big Buck, but he was the only rider the crowd of spectators cheered for, and they cheered loudly.

The big boy race was eagerly anticipated, and KTM's Shane Watts was up to his old tricks again. He spent his time this day running with the lead pack and waiting until late in the race to make his move. On the fifth lap he moved to the front and proceeded to increase the pace, knocking a minute off the time he'd set the lap before. It

was just too much for the pack to respond to, and Watts went on to claim his second overall win of this young season, this time on a KTM 250MXC.

Steve Hatch, who had controlled the race up until that point, had his own misfortune in a very embarrassing place. The best spectator point on the course was a high speed creek jump back in the woods. It was wild looking to the spectators and a little more tricky than it looked, as Hatch found out when he flipped and bailed while chasing Watts on lap five. While he was sorting himself out Paul Edmondson got by, and once ahead of Hatch Edmondson never backed off, chasing after Watts but just far enough out to fall off of the lead pace. The three finished in that order, with Edmondson down 1:13 and Hatch 1:54 at the finish. Yamaha teammates Barry Hawk and Randy Hawkins filled out the top five.

Hatch took the holeshot off the line, but Suzuki teammate Rodney Smith got out in front for a good part of the lap before following Hatch through the barrels just three seconds behind. The lead trio on this first lap included KTM's Mike Lafferty, who was railing through the final open section of the course, dicing with the Suzuki riders and looking his strongest yet, obviously still on a high from overalling the Georgia round of the AMA National Enduro series the weekend before. Watts was very close in fourth, just seconds down, but the order was set to change drastically, starting on lap two, when Hatch would set his fastest time of the day at 25:30.

The three came out of the pits and into the fastest section of the course, a dry and dusty two-track that the bravest could fly on. Hatch and Smith were swapping the lead with "Junior" Lafferty close behind, and when they ducked back into the trees the trouble started for Smith. "I hit a tree out on the course, and somehow hooked my thump and twisted it back," Smith told track announcer John Ayers after stopping late in the race. "It hurt really bad and I thought I could tough it out, but towards the end I just couldn't hold on any more." It didn't help his luck to suffer the crash on Hatch's fastest lap, and his time lost knocked him down to eighth place. Smith continued to set good lap times, but nowhere near the pace of Hatch and the rest of the front runners, and he finally came in to get it iced down after the fifth lap.

Lafferty had settled back into fifth place by this time, still very close to the lead group, when his trouble hit. "I



Steve Hatch stayed clean up to this point at Steele Creek. Fast Eddy moves into the lead.

don't know what I hit," he said later on, "all I know is I smacked something hard, probably a tree, and that knocked me off the line and the next thing I knew I was cartwheeling through the woods." He came into his pit on the third lap and tried to tape up a bleeding hand while mechanic Alan Randt beat his handguard back into shape with a sledge hammer. His bike was missing the headlight shell and the right side of the handlebars were pointing to the sky. Lafferty held onto eighth place with rising lap times until he also couldn't hold on, and dropped out after the fifth lap.

While all this was going on, Kawasaki's Fred Andrews was holding down fourth place, looking for room to make his move, when his bad luck decided to call. Andrews was setting up to pass a lapper on lap number four, when a rock kicked up by the rider in



Joel Dengler is the lone Husky rider in the GNCC Pro ranks, and always riding in the top ten.

front sailed back and slammed into Andrews' head, just above his left eye, knocking him off the bike and out cold for a few seconds. He came back into the pits holding a mechanics' towel over his eye, and immediately went off looking for medical attention.

With Andrews out of the way Yamaha's Barry Hawk moved into fourth place for good, off the lead pace but riding a good race in his position. He was followed into the finish by teammate Randy Hawkins, boomerang around the track on the big YZ426. The fastest lap of the day went to Paul Edmondson, who finished the first lap in a lowly tenth place, and then put his head down on the second lap to clock a 25:09 and move all the way up to second place. "I feel much more confident on the Kawasaki," he said, "like it fits me better. It's a very stable bike and good to go fast on." Big Buck was his second second-place finish of this sea-

son, and we expect to see a lot more of him on the podium.

Summers had a little clutch trouble with his new bike, and lost enough time to get lapped by winner Watts right at the finish line. Summers immediately jumped around Watts and said "Score me first!" The move took the operator of the bar code scanner by surprise—GNCC scorers are not used to riders wanting to ride an extra lap. After a few seconds to understand the situation he complied with Summers' request, and Summers went off to complete his last lap while Watts sprayed the champagne.

Rounding out the top ten were Jason Raines (Yam) in sixth, Mike Kiedrowski on Suzuki's new DRZ400 in seventh, Robbie Jenks (Yam) in eighth, Doug Blackwell (Yam) in ninth, and Joel Dengler (Hus) in tenth.

Steele Creek

Round 4, Morganton, NC 4/2

Paul Edmondson once again proved he's the "King mudder of the world," according to track announcer John Ayers, by taking the overall win at round four of the GNCC series. His win today in muddy, rainy conditions breaks a dry spell of nearly three years. "Being from England these conditions really kind of suit me," Edmondson said about the course. "It reminds me of Boyers in '97 when it was really muddy. And I should remember that, I haven't won since then!" Edmondson is sponsored by Team Green, Moose Offroad, Pro Circuit and Smith Goggles.

Myself, sponsored by people who don't even know me, drove down to North Carolina for a change and actually took a bike I knew with me. Saturday was dry and dusty, for the most part, but not surprisingly it



V-FORCE REED VALVE SYSTEM

Reg. \$148.00 Now \$105.00*

*while supplies last



O'RING CHAIN AND
SPROCKET KITS
from \$99.95



SUSPENSION BEARING KITS

includes all bearings, collars
and rubber seals.

Linkage Bearing Kit - \$79.95

Swingarm Bearing Kit - from \$49.95

Ultra Heavy
Duty Tubes
\$23.95



FACTORY FIT FASTENER KIT
(260 pc.).....\$99.95

PRIVATEER KIT
(130 pc.).....\$55.95



ACERBIS PLASTIC

Front Fendersfrom \$13.95

Rear Fendersfrom \$21.95

Side Panelsfrom \$35.95

Radiator Shrouds ..from \$18.95

Email
sales@masonracing.com

Fax 603-448-5420

ORDER TOLL FREE
1-800-677-5006

Hours: M-F 9-6 Sat 9-3
Sun - WE RACE!

CALL FOR OUR OFFROAD CATALOG
AVAILABLE JUNE 1

rained on Saturday night, changing everything. Jeff Russell and his crew were up early in the morning re-routing a course that had been hammered by the ATVs, and trying to find ways to avoid the new mud and suddenly flowing streams. Well, there wouldn't be a lot of dust, but what I saw of the course on Saturday was all roots, so I hemmed and hawed for most of the morning before finally getting my gear on in the last ten minutes before the start.

I'm glad I did. The course was very muddy and slippery, but it was a ton of fun other than that. Russell had re-routed a great course that, though short at eight miles, had a sampling of every kind of terrain. My favorite were the uphills, including one that was like climbing on Velcro. There were also some downhill gullies that were wonderfully treacherous, and with the rain coming down it reminded me of the old Blackwater 100. It was so cool! The only bad part was that Women's class racer Heidi didn't share my enthusiasm for the course, after she overcooked a downhill while in the lead, pegged a tree and went down the rest of the hill on her stomach. Ouch! She still got up and finished fourth.

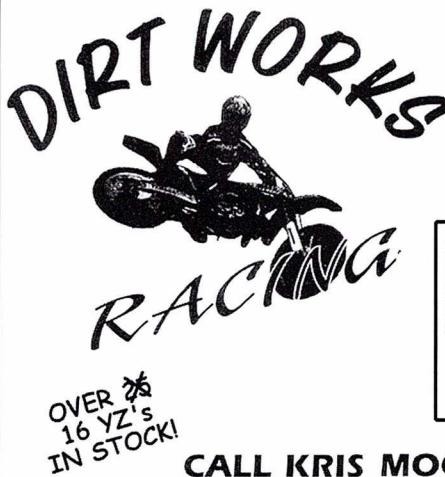
Her enthusiasm may have also been dampened by having her Suburban blow its transmission on the way down. She and her travel partners had to jump in with Pat Timothy and his dad and leave the wagon in Harrisonville, Virginia, to get it fixed. More about this later.

In the big race of the day, an elated "Fast Eddie" Edmondson took the top spot on the podium but he wasn't the first rider across the line. A quick decision to re-route the course around a treacherous, bottlenecked uphill at the start of the second lap sent Shane Watts and everyone behind him down while a few of the Pro class riders went up, causing a slight amount of confusion but not enough to stop the racing. At the end of that lap KTM's Watts came out into the lead, with Yamaha's Barry Hawk right on his tail, and they stayed that way until the last lap. In the end it was Watts taking the checkers to learn that Edmondson, who was closing fast, was given a two minute time adjustment to make up for the advantage Watts and the rest had at the re-route. Edmondson came in well within that two minute grace, followed soon after by Hawk, and that's the way they finished.

"I don't know what happened," said Edmondson at the finish, "I was leading and my teammate Fred Andrews was behind me, and all of a sudden I came upon Jimmy Jarrett. Apparently I went from first to fourteenth. I don't really know what happened, I just kept getting good support from my mechanics, and they just kept saying 'keep pushin', keep pushin'!" and that's exactly what I did."

Nearly the same words were echoed by Shane Watts. "I didn't have a clue what was going on, actually. I came up on a hill, and I saw Jeff Russell there saying 'go down, go down!' and I thought 'Well, I'm going to do what he says, he's the boss.' So I went down, and come around at the end of the lap and I'm in first position. I thought 'What's going on now?' but obviously those other three guys had gone up to the top and I figured the organizers would figure it out by the end of the race."

Misfortune was rife in the mud, though, with a number of riders dropping out after minor mistakes causing major problems. Suzuki's Rodney Smith, defending champion of the GNCC series, was the most obvious victim. Smith stuck his foot in a hole and tore a quad muscle on the first lap, dropping out of the scoring immediately. Randy Hawkins (Yam) had a top ten start on his big YZ426 thumper but then took the loooong step on the fourth lap, pulling a groin muscle in the process. KTM's Mike Lafferty was circulating



OVER
16 YZ's
IN STOCK!

WE HAVE PLENTY
OF YZ's AND THEY
WILL PAY YOU WHEN
YOU WIN! CALL NOW!

NORTHEAST SPORTCYCLES

Rt. 9 (NY 7), Bennington, VT
(30 Min. from Troy) • 802-447-8606

CALL KRIS MOONEY IN SALES

BEST PRICES • BEST SELECTION • BEST SERVICE



Kawasaki



RT. 9, BENNINGTON, VT 05201 (802) 447-8606

518-792-9260 GP RACING

SUSPENSION SPECIALTIES & ENGINEERING

applications & tech info at
www.gp-racing.com

WORKS FORK & SHOCK PISTONS
HARD ANODIZING W/TEFLON COATINGS
WORKS BOTTOMING CONTROL SYSTEMS
SPRINGS-SHOCK SHAFTS-SEAL HEADS
CUSTOM REVALVING, REBUILDS

22 Hudson Falls Rd South Glens Falls, NY 12803

100% Money Back Guarantee

When Only The Best Will Do!

• MORE BIKES! • MORE PARTS!
• COMPLETE SUSPENSION SERVICE!
200, 250, 300 EXC IN STOCK!
ARCTIC CAT ATV'S



VINTAGE PENTONS AND PARTS —CALL BARRY!

Our 15th Straight Year as

**AMERICA'S LARGEST
SELLING KTM DEALER!**

Visit us at ktmworld.com



HUSABERG

Used Parts 1/2 Price!
Discount programs on
parts and accessories.
Fast UPS Service
Everywhere!



8820 Bright Star Road
Douglasville, GA 30134



Phone (770)920-1371 • Fax (770)920-9198



Seven time GNCC ATV champ Barry Hawk is riding in the motorcycle Pro class this year and doing really well. He's due to win an overall soon.

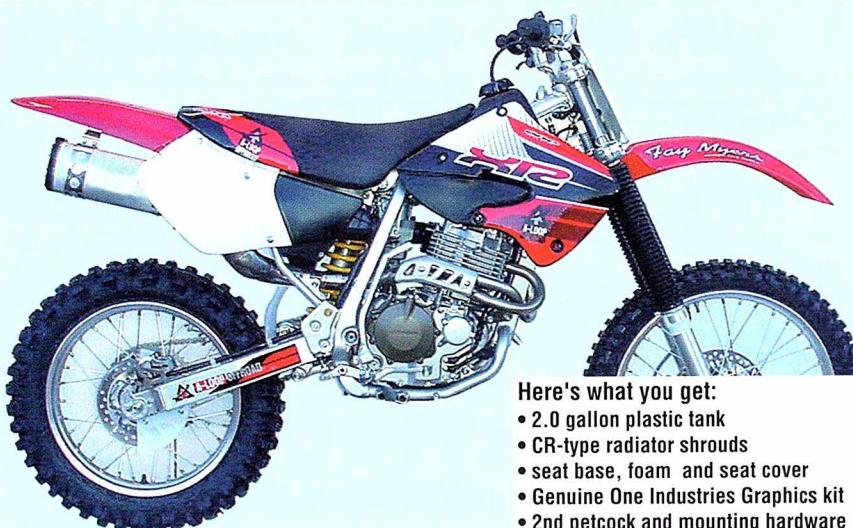
strong in the top ten when his master link decided to part company with his chain, and Joel Dengler (Suz) wound up seizing a connecting rod late in the race.

Filling out the top ten were Jim Jarrett (Suz), and Doug Blackwell (Yam), both riding strong and looking like they were having fun in the slippery riding. Finishing eighth was New England's Josh McLevy (KTM), breaking into the top ten for the first time this

(Continued on page 38)

Big Buck GNCC	5. Richard Burbick	GAS	4. Benjamin Smith	YAM	3. Joshua Whisnant	KAW
Pro	Senior A		5. JD Hammock	KAW	4. Eric Noel	KAW
1. Shane Watts	KTM	1. Tim Shephard	YAM	5. Bryan Henson	KTM	250 C
2. Paul Edmondson	KAW	2. Keith Rodgers	KAW	1. Roger Guthrie	HON	
3. Steve Hatch	SUZ	3. Mark Smith	KTM	2. Mark Davenport	HON	
4. Barry E Hawk Jr	YAM	4. Jeff Bonasera	KAW	3. Matthew Pressley	KTM	
5. Randy Hawkins	YAM	5. Barry Crone	YAM	4. Joseph Derryberry	KAW	
6. Jason Raines	YAM	Open B	5. Andrew Yates	KAW	5. Bill Hart	KTM
7. Mike Kiedrowski	SUZ	1. David Wolfe	KTM	Open C		
8. Robbie Jenks	YAM	2. Lon Buysman	KTM	1. Scott Presnell	HON	
9. Doug Blackwell	YAM	3. Heath Henderson	KTM	2. Daniel Sampson	HON	
10. Joel Dengler	HUS	4. John Karcz	KTM	3. John Blackman	KTM	
Open A		5. Skip Crews	KTM	4. Ricky Doores	YAM	
1. Michael Grizzle	HSB	250 B	5. Gary Fridley	KAW	5. Steve Stansel	KAW
2. Jeff Vealey	KTM	1. Brian Wright	KAW	Four Stroke C		
3. Dave Gunn	HON	2. Ryan Wuebbeling	YAM	1. Henry Turner	YAM	
4. Jeff Murgel	YAM	3. Blair Jackson	KTM	2. Robert Mielke	YAM	
5. James Mcree	KTM	4. Ernest Noffz	KAW	3. Travis Collins	YAM	
250 A		5. Gary Fridley	SUZ	4. Allen Young	HON	
1. Chuck Woodford	KAW	200 B	5. Michael Faulk	SUZ	5. Chris Clark	YAM
2. Aaron Kopp	SUZ	1. Brian Melik	KAW	Vet C		
3. Brad Hamrick	YAM	2. Anthony Glasso	SUZ	1. Darin Ekis	KTM	
4. Richard Lafferty	KTM	3. Scott Watkins	KAW	2. Shane Sexton	KAW	
5. Daniel Beck	GAS	4. Chris Kile	KAW	3. Bob Gregg	KTM	
200 A		5. Michael Faulk	SUZ	4. James Van Atta	YAM	
1. Cole Calkins	KAW	Four Stroke B	5. James Sparrow	SUZ	5. Marc Eckard	KTM
2. Tommy Veator	KTM	1. Timmy Luckadoo	SUZ	Senior C		
3. William Gilleland	KTM	2. Bryan Muscavitch	SUZ	1. Donnie Kirby	KTM	
4. Joshua Knapp	KAW	3. Steven Prokupek	YAM	2. Mark Willman	SUZ	
5. John Rentschler	KTM	4. Robert Collins	HON	3. Charlie Johnson	YAM	
Four Stroke A		5. James Sparrow	SUZ	4. John Boblin	KTM	
1. Mike Decherd	YAM	Vet B	5. Todd Temple	KTM	5. Danny Burkhalter	KTM
2. Darius Lattea	YAM	1. Gerald Greene	YAM	Women		
3. Vance Earl	SUZ	2. Steve Henson	KTM	1. Heidi Landon	HUS	
4. Ronald Johnson	HON	3. Thomas Derby	SUZ	2. Karen Nelson	SUZ	
5. Curt Wilcox	SUZ	4. Russell Bain	HON	3. Jennifer Shultz	YAM	
Vet A		5. Todd Temple	KTM	4. Bonnie Hamrick	YAM	
1. Steve McSwain	KAW	Senior B	3. Andrew Wells	HON	5. Deborah Broderick	YAM
2. Jon Hrehor	KTM	1. Mark Mihalik	KAW			
3. Jeffrey Hursh	YAM	2. Richard Hicks	KAW			
4. Dennis Decker	KTM	3. Andrew Wells	HON			

THE HONDA THAT HONDA SHOULD HAVE BUILT



Here's what you get:

- 2.0 gallon plastic tank
- CR-type radiator shrouds
- seat base, foam and seat cover
- Genuine One Industries Graphics kit
- 2nd petcock and mounting hardware

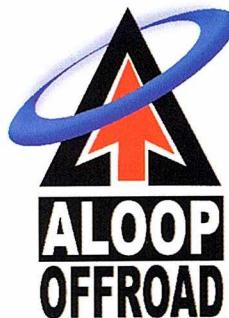
Our great looking kit gives you faster lap times, better handling and more comfort!

ALOOP Offroad

ALOOP Offroad, 3911 Norwood Dr. #G, Littleton CO 80125 • www.aloop.com

XR400 kit Only \$449
XR600 kit Only \$479
(fits 1988-2000 XR600)

To Order Call 1-800-66-ALOOP



Hebo



Nolan KNIGHT
1999 ISDE
Silver Medalist

Franklin RAMEY III
1999 SE&TRA
Overall Grand Champion

Terry CUNNINGHAM
AMA National Enduro
Vet A Champ

Nathan KNIGHT
AMA National Enduro
200 A Champ

Gas Gas North America Inc. is the sole importer for Gas Gas Enduro and MX motorcycles and Hebo clothing

Clay BOREING
AMA National Enduro
Open A Champ

GET ON THE GAS!

GAS GAS

OF
NORTH AMERICA

35 Buckley Jones Road
Cleveland, MS 38732
877-449-7497

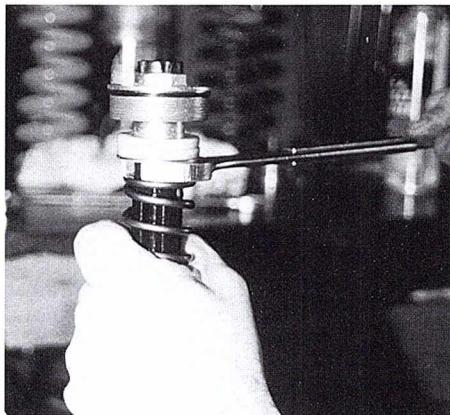
ALABAMA Crain's Gas Gas, 205-345-3040 ARIZONA Premier Motorsports, 602-867-8293 ARKANSAS Smackover Motor Sports, 870-725-3966; Heartland Honda, 501-751-7022 CALIFORNIA Moto West, 714-671-0784; S. Colombia Sales, 800-570-9666; The Racers Edge, 805-582-9495; Motorcycle Performance Center, 916-722-2300 COLORADO European Dirt, 970-876-5277; Euro Sports International, 303-465-2848 FLORIDA Phoenix Motorcycle Shop, 352-337-0866; Karts Inc., 904-247-1622; Cycle Imports, Inc., 305-597-4440 GEORGIA Gas Gas of Atlanta, 770-529-8867; Cycle Products Inc., 770-535-1906; AAR Cycle Sports, 770-577-0108; Connected Cycles Inc., 678-376-1646; Cycle Specialty Co. Inc., 770-461-3541 HAWAII Gas Gas of Hawaii, 808-487-3526 ILLINOIS Hall's Husqvarna, 217-789-0107 INDIANA Don's Cycle, 765-282-7880; The Offroad Group, Inc., 812-335-0776; Thompson Powersports, Inc., 219-362-9411 KANSAS Santa Fe Trail Cycle, 785-836-9171 LOUISIANA Alleman Kawasaki, 318-742-8704; Rolls Cycle, 318-261-5000; Chance Cycle LLC, 504-446-5551 MICHIGAN Classic Cycles, 810-447-1340; Bally's Allbike, 517-663-5851; SNS Cycles, 616-457-7433 MINNESOTA Road, Track & Trail, Inc., 612-427-2184 MISSISSIPPI Southaven Kawasaki, 662-393-2877; The Kickstand, 800-360-2453; Melton's Gas Gas, 601-425-3213; Hattiesburg Cycle, 601-582-8611 MISSOURI Eldorado Cycle, 417-876-5342 NEVADA North Tahoe Motorsports, 775-831-0472 NEW JERSEY Town & Country Cycle Center, 973-875-2111 NEW MEXICO West Honda, 505-994-3333 NEW YORK Precision Motorcycles & Watercraft Inc., 718-837-2896 NORTH CAROLINA Holiday Cycle, 828-692-0770; Alco Motorcycles & ATVs's, 336-983-7315 OHIO Beaver Creek Cycle, 330-386-7353; KRW Cycles, 937-884-5062 OKLAHOMA RPM Cycles, 405-260-1036; Performance Cycle, 405-947-7278 OREGON Cycle Parts, 541-343-8949 PENNSYLVANIA Cumberland Kawasaki, 717-245-0353; Gas Gas Of Pittsburgh, 724-547-3664; Cycle Adventure, 610-738-9300 PUERTO RICO Toro's Boqueron, 787-851-8843 RHODE ISLAND Four Season Cycle Center, 401-828-8623 SOUTH CAROLINA Upstate Cycle, 864-232-7223; Sports Performance Equipment Center, 803-469-4560 TENNESSEE St. Clair Motorsports Inc., 423-562-4242; Richards Small Engines & Cycles, 423-538-7245; Cookeville Bicycles and Motorsports, 931-520-6161 TEXAS Cycle Town South, 972-230-1870; David Brown's Sports Center, 806-358-4572; Sports Cycle of Houston, 281-894-7450 UTAH Rim Rock Racing, 801-221-8877

by Mark Uth

Motorcycle Maintenance 101: Changing Fork Springs

Okay, so you've decided that a change in fork spring rate is essential to your two-wheeled well being. Perhaps the stiff stock springs on your motocrosser are deflecting off of every rock north of the Mason-Dixon line. Or maybe that winter girth just won't seem to go away and your fork bottoms out on anything larger than an ant hill. Either way, changing a fork spring is a relatively simple task that can be accomplished by just about any mechanic wanna-be. Replacement fork springs are relatively easily had, most motorcycle manufacturers offering alternative springs for just about any competition machine through their dealer network. Additionally, a plethora of aftermarket springs may be purchased through your local dealer or just about any suspension tuner. Replacement fork springs usually cost about \$75-\$100.

To begin you'll need to remove the fork from the bike. In reality, you could change the fork spring with the forks mounted up, by removing the handlebar, but lessons learned find this significantly more complicated. To remove the fork, everything will need to be stripped off the front end. Begin by unbolting the front wheel and removing the disk guard where applicable.



All forks are slightly different, but all cartridge forks fix the fork cap to the top of the damper rod, holding the spring and providing spring preload. When you remove the cap from the damper rod the spring comes off.

Disconnect the front caliper from the fork leg, while leaving it attached to the brake hose. Remove the headlight or front number plate. Now we're ready to loosen the triple clamp pinch bolts. Before you do that, first make note of the fork position in triple

clamp. Loosen the top triple clamp first. Before untightening the lower triple clamp, break free the fork cap a quarter turn or so. Fork caps shouldn't be cinched down tight, however, many times you'll find them that way. Don't remove the fork caps yet. Finish

OFFROAD
Specialists
Cylinders bored while you wait!

Come See The New Models
at our Great Prices!

EXTRA LARGE PARTS INVENTORY
UPS SHIPPING DAILY

BETENCOURT'S

HONDA

SUZUKI

Financing Available for Used and New!

Route 28, Junc. of 106
West Bridgewater Center, MA
(508)587-1701



We're Open:
Weekly 9 a.m. -- 8 p.m.
Saturday 9 a.m. -- 6 p.m.

Why is Cliff's Cycles the #1 dealer
in New England year after year?
Simple. We have the bikes,
the parts, and the experience.

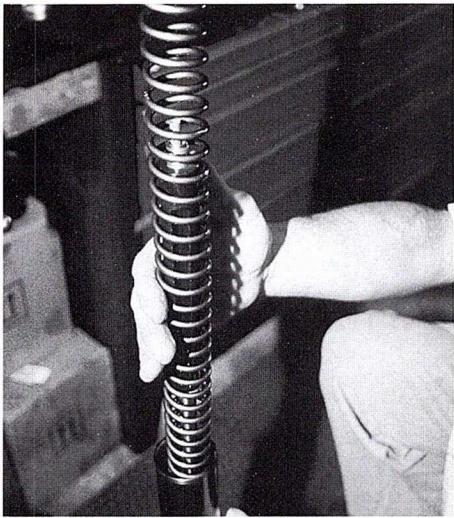
Come see why New England's top racers
Luke McNeil, Neil Dennett,
and Denny Anderson
have joined the
Cliff's Cycles team for 2000!

KTM
SPORTMOTORCYCLES

Unmatched Customer Service



CLIFF'S CYCLES
Cliff Frazer
84 Rockwood Road (Route 115)
Norfolk, MA 02056 (508)528-2936



With the cap off the damper rod drops down, and you can simply slide the spring out of the fork tube.

by loosening the lower pinch bolts and sliding the fork tube out of the triple clamp. Sometimes a little sprayed-on lubricant, like WD40, helps the fork tubes slide out of the triple clamps easier.

Begin work by securing a fork leg in a vise, taking care where you clamp. I usually clamp on the heavy bosses on the bottom of the fork where the axle passes through. Protect the clamping area from damage using wooden blocks, heavy cardboard or rags. Next, bleed any compressed air out of the forks though the fork cap bleeder screw (or Shrader valve). This is absolutely essential prior to fork disassembly for obvious safety reasons. Next, unscrew the fork cap. On older, non cartridge forks, the spring may be simply

Join the team!
Larry Roeseler Signature Series
by Progressive Suspension

The Larry Roeseler Signature Series 420 shocks and progressive rate fork springs have been "dialed-in" by Larry Roeseler for each application. Install Signature Series shock and fork springs, it'll be like having your bike set up by a pro!

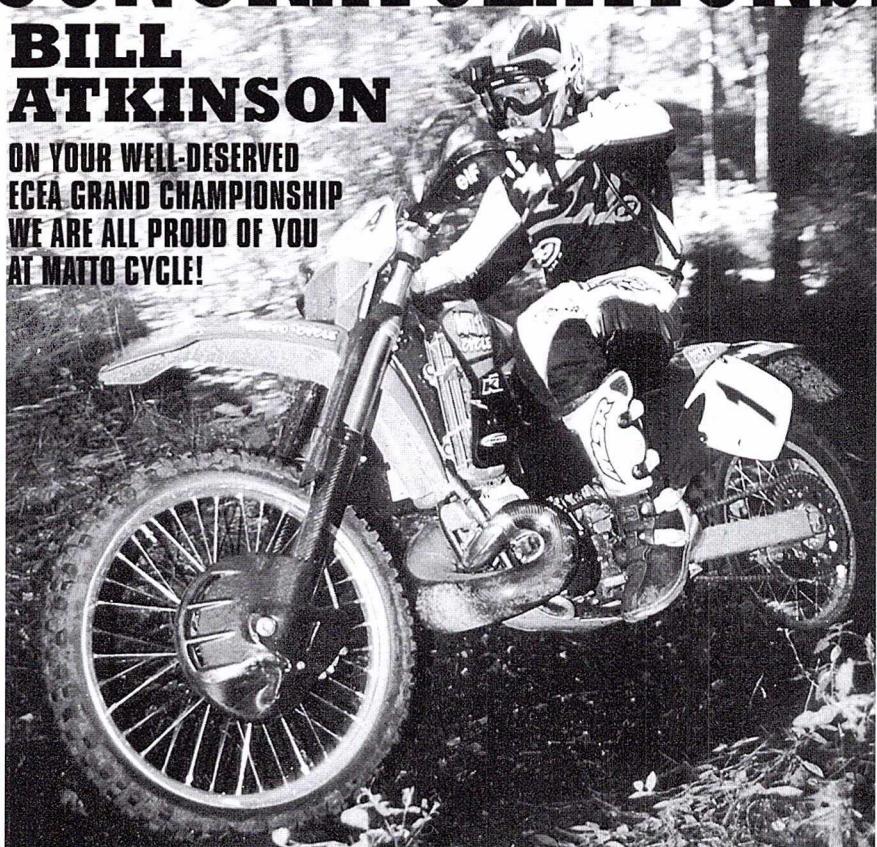
Isn't it time you joined the team?

11129 G Ave., Hesperia, CA 92345 USA
E-mail: info@progressivesuspension.com
Web site: www.progressivesuspension.com

CONGRATULATIONS!

**BILL
ATKINSON**

ON YOUR WELL-DESERVED
ECEA GRAND CHAMPIONSHIP
WE ARE ALL PROUD OF YOU
AT MATTO CYCLE!



Y2K

Team
Kawasaki
green



Call on prices & availability

K **Kawasaki**
Let the good times roll.™

DIAMOND
MotorSports

Honda · Kawasaki · Yamaha
1-800-RIDE-DMS
2 mi. south of Dover, Delaware
on U.S. Rt. 13
www.ridedms.com

KTM
SPORTMOTORCYCLES

HONDA

HUSABERG

POLARIS

MATTO CYCLE

Pottsville, PA

See us on the Web: www.mattocycle.com
Orders: (800)923-1717 · Tech Line: (570)429-0678
Fax Line: (570)429-0141
E-Mail: offroad@pottsville.infi.net

Subscribe And Save!



DIRT RIDER

One year of DIRT RIDER for only \$9.97

That's 76% off the cover price.

Please send subscription orders to:
P.O. Box 51007, Dept. 5FRA1
Boulder, CO 80322-1007

email: dirtsubs@petersenpub.com

*Offer is good in U.S. only. Canadian orders add \$13.00 per year (includes GST), all other foreign orders add \$15.00 per year (for surface mail postage); all payments must be in U.S. funds. Allow 4-8 weeks for your first issue to be mailed.

lifted out after the fork cap is removed. On more up-to-date cartridge forks, you'll need to push the fork slider down to expose the cartridge and damper rod. The fork spring is secured between the fork cap and the damper cartridge, with the damper rod running down the center. The damping rod screws into the fork cap, secured by a wide square lock nut. With one wrench on the fork cap, use another to get between the spring coils and to loosen this nut. With the locking nut loosened, the fork cap can now be unscrewed from the damping rod.

Once the cap is detached from the damping rod, the rod will slide down (compress), and the spring may be removed. Pay attention to the configuration of washers and spacers on the top and bottom of the spring, so as to prevent confusion during reassembly. Spacers here determine fork spring preload, which might have to be readjusted during reassembly. If you're planning on refreshing the fork oil at this time, beware of any spacers or washers that align the bottom of the spring and are likely to fall out when the oil is dumped.

Measure the free (uncompressed) length of your old spring and compare that to the new spring as well as the specifications in your owners manual. Ensure that whatever spring that is going back into the fork is within the tolerance for spring free length. If the new spring has a different free length, then an adjustment of the fork spring preload will be necessary. Some forks simply use spacers in order to adjust preload. Others permit adjustment by varying how far the damper rod screws into the fork cap—check yours and make sure you're setting your preload right. The damper rod must be tightened against the fork cap, if it's not adjustable you'll use spacers to vary the preload. Generally, spacers are a macro adjustment, while the damper rod position is more of a fine tuning adjustment.

While holding the damper rod in its fully extended position, drop the new fork spring over it and down into the fork. This can be tricky, as the damper rod will always slide down whenever it's not being held up. Stack any spacers and washers on top of the fork spring, then screw on the fork cap.

To set the preload, screw the fork cap down onto the damper rod until it just contacts the top of the spring and take a length measurement. This is your zero point. From here, screw down the fork cap (again, on the damper rod), until it compresses the fork spring an additional 5mm (or whatever your desired preload is). In our experience 5mm, give or take, is the proscribed fork spring preload that works best. Depending upon what you're trying to accomplish, this may vary. If for some reason you're unable to attain the proper preload at this point then you'll need to adjust your spring spacers one way or another. With the spring preload properly adjusted, back the square lock nut up against the fork cap and cinch the two together. To complete the project, screw the fork cap into the upper slider and hand tighten. Replace the fork and reassemble the front end.

Related projects:

1. Replace fork oil: If you're disassembling your fork, it's almost silly not to freshen the oil. It also gives the opportunity to experiment with different fork oil viscosities.

2. Adjust fork oil height (air chamber size): The amount of oil in the fork controls the air chamber size, which acts as an auxiliary spring as the fork nears full compression. A higher height provides additional anti-bottoming protection.

3. Replace fork seals: This is a considerably more involved job, however, having the fork off the bike is half the job. ↑

Freedom Cycle Freedom Cycle Freedom Cycle Freedom

KICKING IT OVER

Starting the season with two classic sand runs

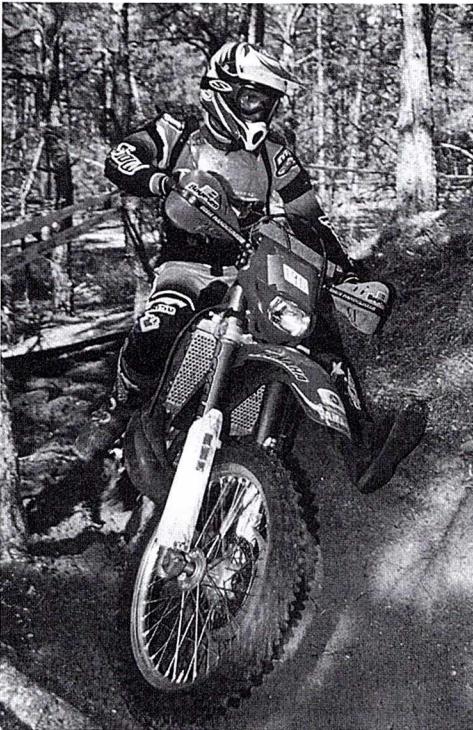
Curly Fern Enduro

Round #1, Atsion, NJ 3/19

The ECEA's season opener kicked off on a day that couldn't have been better for an enduro. Fairly clear skies and dry weather was a blessing compared to what might have happened this time of year. It's not uncommon for snow and freezing weather, as everyone found out at ECEA's round three, but for this day Mother Nature cooperated and the South Jersey Enduro Riders had a fine day for their run.

The course was constructed of mostly firecuts and narrow sand roads tucked into a corner of the State Forest that no other club uses. For this reason the Curly Fern trails are always in fairly good shape overall. The ground was soft this year, though, due to rain storms earlier in the week, and rows beyond minute 25 found a course that was decidedly chopped up. Or was it the general lack of conditioning we all suffered from, after a long winter's layoff? Whatever it was, everyone got a good workout by the end of the day. And, there was a big turnout on hand, with 334 entrants and 282 finishers.

Memorable spectating was available at the afternoon "mini-Bertino's" mudhole. Since the club wasn't running their famous Bertino's Swamp section this year, a quarter-mile long woods road crossing a formidable swamp was hooked into the course. Using



Jamie Wright built on good top finishes last season to take the overall at the Curly Fern.

the overall positions. Coming out of the A 250 class, Valley Forge Trail Riders' Jamie Wright stomped all over the competition with a ten-point loss on his Yamaha 250. Wright, who is sponsored by B&B, Moose Offroad, C-Cycle, Boyesen, Twin-Air, Bridgestone, Smith, IMS, FMF and Cycra, scored his important victories at the check-out to the first tough section, check three, where he scored a five point loss, and at the last check, check 13, where he pulled in with a zero. Wright, riding on minute 31, was not the only rider who zeroed the last check, but every one of the AA class riders did drop a point there. His five point loss at the end of the first section was not unusual among the faster riders; where Wright made it up was in consistency—all the rest of his competition made one critical mistake at a check here and there, usually a burn, and Wright stayed on his game all day. Good ride!

Following Wright up with 11-point rides were A 125 rider Jeff Botsford (Yam) and A Senior class rider Terry Tucker. Both came in with a two-point cushion over the second place finishers in the class. Their secret? Just like Wright, ride smart and avoid burning checks when things get easy. Botsford came out of the woods just six seconds sooner than Tucker, and on that qualification took the High Point A award.

Jason Campbell, on a Yamaha 250, took the High



After seeing this spectator point, we'd have to suggest that it's a good idea to avoid any standing water at the Curly Fern.

your head it was no trouble, however there were some deep holes down the center of the road dug by 4WD trucks, some taped-off since they came close to four feet deep! The road rutted up quickly, and many overzealous riders had the bad luck to endo as their front wheels disappeared into bottomless black holes.

The AA class was caught napping this day, without a doubt. Mike McHale (KTM) put in the best ride in that class, with a 12 point loss, but rather than leading all the riders the AA class took a far back seat in

Point B award by virtue of a 16 point score. It was a close battle for the B overall though, Campbell was only 17 seconds quicker than Todd Fenton (KTM) of the B Veteran class. Third overall B honors went to Phil Cassot (Hon) also from the B 250 class. The C High Point was the exclusive prize of James Earley, Jr., who dropped 28 points over the shortened C course on his Kawasaki. KTM rider Tim Serinese was the runner-up in the C class, followed by C Veteran rider Ray Gamacho (KTM).

Overall, the South Jersey Enduro Riders did a great job. They had to scramble at the last minute to replace a section of trail nixed by the Rangers, even though it was a trail approved for last year's enduro. Go figure. The loss of one section basically went unnoticed by the riders; this was enough workout for the first run of the year. Scoring was over fairly quickly, and by the end of the day it was plain that the 2000 ECEA season had officially begun!

Sandy Lane Enduro

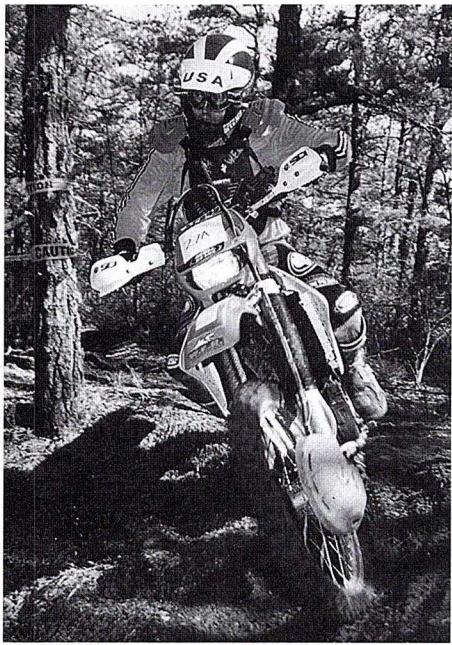
Round #2 Greenbank, NJ 3/26

Former ECEA enduro champ Fred Hoess (Hus) proved that he's still the man to beat anytime he lines up to race, forging a two point margin of victory in an otherwise tightly contested Sandy Lane enduro. The Husqvarna factory-sponsored Hoess posted a six, besting a pair of eight point cards turned in by runner-ups Chris Smith (Suz) and Jack Lafferty, Jr. (Suz). Hoess and other top riders managed to zero all but two of the day's tests. Hoess, riding a WR125, earned the victory by carding two at the first (check 6) and four in the second (check 10).

The Sandy Lane Enduro is hosted by the Meteor



Fred Hoess waves his front wheel, on his way to the Grand Champion trophy at the Sandy Lane.



Chris Smith is healthy and riding the wheels off of a Suzuki DRZ this year—second O.A. at Sandy Lane.

MC, arguably the nation's oldest and most renowned off-road rider's club. This year's Sandy Lane event was something like their gazillionth enduro, and, of course, it was another classic. Mother nature cooperated in spades, hatching a beautiful day with mid-40s keytime temps that warmed up to 60 plus degrees later in the day. Skies were sunny with breezy winds that made for idyllic riding conditions. No doubt the

Meteor event is run in about the best terrain the New Jersey pine barrens have to offer, with a course trimmed and tuned to Enduro of the Year potential. Club trail bosses ensured that all riders would get their money's worth, avoiding mud, water and other stopper-type obstacles which plague lesser events.

At the check-out to the later section, check ten, Hoess posted the only four point score, smoking the competition with 244 e-points. A DR400 mounted Chris Smith (second overall) was closest, narrowly missing a four at 5-278, just 8 seconds into the minute. Jack Lafferty Jr. (third overall) and a handful of other top competitors posted sixes at the check-out. Throughout the day, a brisk pace served to keep riders moving and the blood flowing while there were plenty of aptly placed resets just in case anybody ran into trouble, allowing even the greenest novice rider the ability to get back on time. Given this type of lay-

out and coupled with the awesome weather conditions, it was no surprise that rider turnout was huge (some four hundred entering) and the individual fun factor meter riding high.

When all was said and done, Hoess claimed the Grand Champion's trophy on the merit of a six point card, making it look easy for the umpteenth time. Rounding out the podium were the eight point scores of Chris Smith and Jack Jr., Smith getting the nod on e-points to claim second overall honors, Jack Jr. taking third. AA rider Craig Shenigo (KTM) posted the only nine point card for fourth overall seeding, just a shade off the pace. In a battle for High Point A honors, a pair of Yamaha riders, Steven Larkin and Mike Bradway, each turned in ten point scores. Veteran class rider Larkin (fifth overall) claimed the prize on tie breaking seconds, while Bradway's runner-up status earned him a first place trophy in the hotly contested

BROMLEY CYCLE SUZUKI-KTM TREVOSE, PA

Your Off-Road Headquarters

PROUD SPONSOR OF RICHARD AND JACK LAFFERTY

NOW TAKING ORDERS FOR YEAR 2000 MODELS!!

UPS
DAILY
SUZUKI.

BROMLEY MOTORCYCLE SALES
635 SOMERS AVE. • TREVOSE, PA 19053

(215)357-1534

**FINANCING
AVAILABLE**



www.ccycle.com e-mail staff@ccycle.com

12 Davidson Road, Colchester, CT 06415

800-867-6721 fax **860-537-8260**

At C Cycle Suspension, we recommend our suspension components, modifications and custom valving to make your bike perform at its best.

- Anti-Bottoming Systems

Prevents bottoming and allows for plusher valving and softer springs.



- High/Low Adjusters

Allows for more compression adjustment range reducing deflection and improving plushness.

- Marzocchi 45 and 50 mm Cartridge Kits

Replaces internal position damper rods with speed sensitive cartridge rod valving and compression and rebound adjustment to both legs.



C CYCLE
SUSPENSION SERVICE

**PERFORMANCE
SUSPENSION
COMPONENTS**

**R E VALVES
R E BUILDS**

Patrick Timothy
1999/2000 NETRA
Grand Champion

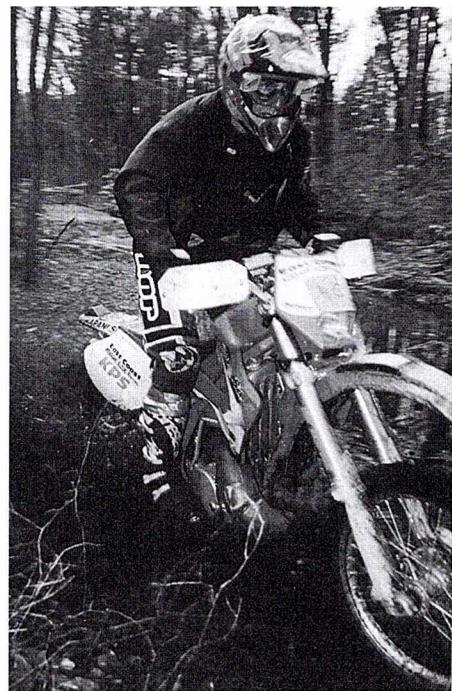
Curly Fern Enduro	5. Rod White, Jr	KTM 17	1. Jason Campbell	Yam 16	3. Jeffrey Weiss	Kaw 45	
Jamie Wright	Yam 10	A Four Stroke	2. Phil Cassot	Hon 17	4. David Vanaltvorst	Kaw 46	
Grand Champion	1. Lewis Smith Jr	Hon 14	3. Mike Melniczuk	KTM 18	5. Clayton Vieni	Kaw 46	
Jeff Botsford	Yam 11	2. Rob Comber	4. Jarrod Johns	KTM 19	C250		
High Point A	3. Darren Russell	Yam 21	5. Jeff Potts	Hon 20	1. James Earley	Kaw 28	
Jason Campbell	Yam 16	4. Todd Lockard	Kaw 30	2. Scott Tellone	KTM 23	2. Chris Endres	KTM 37
High Point B	5. Bill Geiger	Hon 32	3. Eric Aaroe	KTM 25	3. Pat Kough	KTM 43	
James Earley, Jr.	A Veteran	Yam 14	4. Trevor Davies	KTM 26	4. Jason Spayne	Hon 45	
High Point C	1. Steven Larkin	Hus 14	5. M. Christiansen	KTM 28	5. Robert Converse	KTM 48	
AA	2. Eric Koeller	Hus 14	B Four Stroke	1. Thomas Seaman	KTM 37	C Open	
1. Mike McHale	KTM 12	3. Todd Reder	2. Mark Perry	Hon 18	2. Michael Ufferfige	KTM 40	
2. Frank Vanaman	KTM 12	4. Steve Aretz	3. Jim Helyer	Hon 18	3. Eric Johnson	Hon 72	
3. Craig Shenigo	KTM 12	5. Mike Beeler	4. Darren Goff	Hon 29	4. Joseph Smith	KTM 83	
4. Jack Lafferty, Jr	Suz 13	A Senior	5. James Paul	Yam 30	5. Scott Lander	KTM 93	
5. Mark Hummel	Hus 14	1. Terry Tucker	Kaw 11	C Four Stroke			
A125	2. J. Gunselman	Yam 13	2. J. Gunselman	Hon 18	1. Steven Foster	Hon 46	
1. Jeffrey Botsford	Yam 11	3. Scott Snyder	Yam 17	2. Mark Davis	Hon 50		
2. Bob Solomon	KTM 13	4. W. Fontanazza	Yam 18	3. Don Harbin	Hon 54		
3. Randy Sowa	Hus 15	5. Charles Sullivan	Hon 19	4. Nick Sperduto	KTM 66		
4. Daniel Stoppo, Jr	Yam 16	A Super Senior	1. S. Wolfersberger	Kaw 19	5. Tom Nicholson	Hon 69	
5. Mark Roll	Yam 16	2. Craig Burfield	Hus 20	C Veteran			
A200	3. Jack Lafferty, Sr.	Kaw 21	4. Layne Foulk	Suz 24	1. Ray Gamacho	KTM 32	
1. Jeff Johns	Kaw 12	5. Mike Graham	B Senior	2. Karl Wills	Hon 48		
2. Bill Gilbert	Kaw 12	1. Stephen Seip	1. Todd Fenton	3. Richard Johnson	Kaw 49		
3. Todd Quinn	KTM 17	2. Jack Lewis	KTM 16	4. Mikel Cerrachio	Kaw 49		
4. Tim Shepps	Kaw 18	3. David Van Pelt	KTM 23	5. Chris White	Kaw 52		
5. Paul Bitting	Kaw 18	4. Tom Schanne	Kaw 24	Women			
A250	5. Kevin Kamuca	Kaw 44	5. Jay Ringer	Hon 27	1. Kathi Campbell	Kaw 45	
1. Jamie Wright	Yam 10	B200	1. Jack Lurtsema	KTM 41	2. Evelyn Sullivan	Kaw 144	
2. Michael Bradway	Yam 12	2. G. Mamounis	2. Steve Hyde	Hon 48	Dual Sport		
3. Steve Pfeffer	Kaw 16	3. George Potts	3. J. Melniczuk Jr	KTM 60	1. Anthony Desantis	Yam 127	
4. Drew Smith	Gas 16	4. Frank Messina	4. G. Bergami	Kaw 68	2. Randy Rauhut	Yam 130	
5. Jeff Moyer	KTM 17	5. Mario Depalma	5. Tim Stibitz	Kaw 83	Masters		
A Open	B250	1. G. Mamounis	1. Tim Serinese	KTM 31	1. Joseph Galie	KTM 57	
1. Jeff Pritchard	KTM 12	2. George Potts	2. Frank Wilson	KTM 40	2. Farrell Lord	Kaw 59	
2. Martin Graver	KTM 16	3. Frank Messina			3. Dan Van Driel	KTM 63	
3. Stacey Clark	Yam 16	4. Mario Depalma			4. Robert Schmidt	KTM 77	
4. James Bowen	TM 16	C200					

A 250 class. AA riders Mark Hummel (Hus) and Frank Vanaman (KTM) finished seventh and eighth overall, turning in 11 and 12 point tallies, respectively. Senior class rider Terry Tucker (Kaw) also carded a 12, breaking into the top ten with a ninth overall.

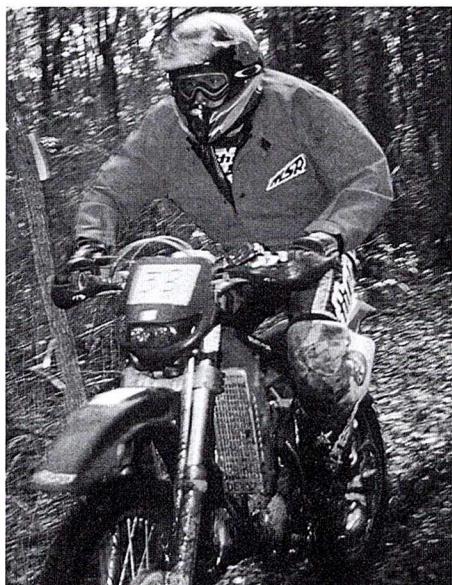
In intermediate class action a pair of Honda pilots topped the day's finishers, CR250 rider Phil Cassot earning the High Point B with a 19 point card. XR 400 jock Mark Perry was runner-up at 22 points down. The novice class also saw two riders square off for top billing, each with 36 point scores. Ron Callahan (RM125) edged out Frank Wilson (KTM200) to earn high point C honors. Rounding out the day's top fin-

ishers, Farrell Lord pick up from where he left off in '99, claiming the Masters class win with a 38 card while Kathi Cambell continued to chalk up Women's class victories with a 54.

Afterward, riders coming in at the known control couldn't help but gush about the course. Many cited the scenic and well trimmed south Jersey trails with hardly a whoop-de-doo to be found. Amazingly, the course held up so well that even riders on later rows raved about course conditions. Said one novice rider, "We post-entered Sunday morning and were apprehensive about drawing row 77. However, this turned out to be just the ticket as the course was just chock



Good reason to avoid the Senior A class: Terry Tucker won Senior A at Curly Fern, and third overall! Below: Jeff Botsford won High Point A at the Fern.



full of sandy berms waiting to be roosted."

Unlike some other clubs, the Meteor guys did an outstanding job of routing around any of the few puddles on the course. We heard one rider brag, "I hardly got my tires wet all day long." All in all, it's hard to imagine a more well thought-out and organized event than the Sandy Lane. All aspects of the event were run with the acute efficiency that we've come to expect from Meteor MC. Signup on Saturday and Sunday morning was a breeze, with an army of courteous and helpful club personnel ready to serve. Even post-entries zipped through signup without delay. Gun club cuisine, among the best on the circuit, was sizzling all day long, every ready to feed the hungry hoards. Additionally, the club's decision to make use of a new parking area located some ways down the road from the gun club eliminated a potentially dangerous situation and substantially reduced congestion around the gun club itself, easing access for club members working the event. A speedy posting of results and passing

WOODS PIPES—STRONG!!

THICKEST METAL

You can buy three of the competitor's cheap pipes at \$170 OR each, for a total of \$510, Spend \$200 to \$275 on a Dyno Port racing pipe once, and save over \$250!

CR, KX, RM, YZ, plus ATK, Husky, KTM*
 (*Smooth out your KTM 200!)
 Make your MXer woods-friendly!
 Big Core Silencers and Spark Arrestors
 2000 PIPES IN STOCK!

Call us for the best pipes!

(315)258-9371

1896 Townline Rd., Union Springs NY 13160
 Fax (315)253-3699

out of the substantial spread of huge trophies, plaques and donated contingencies capped off a fine day, and no one went home without a smile on their face. How could it be any other way? ↑

Sandy Lane Enduro	3. James Earley, Jr	Kaw 28
Class Results	4. Carmen Tino	Kaw 30
Fred Hoess	5. Dennis Reilly	KTM 31
Grand Champion	B Open	
Steven Larkin	1. Scott Tellone	KTM 24
High Point A	2. Eric Aaroe	KTM 29
Phil Cassot	3. Tom Blasscyk	KTM 31
High Point B	4. Trevor Davies	KTM 37
Ron Callahan	5. M. Christiansen	KTM 41
High Point C	B Four Stroke	
AA	1. Mark Perry	Hon 22
1. Chris Smith	2. Jim Tevis	Hon 27
2. Jack Lafferty, Jr	3. Mark Schleeweis	Hon 28
3. Craig Shenigo	4. Rober Barr	KTM 30
4. Mark Hummel	5. Jim Helyer	Hon 31
5. Frank Vanaman	B Veteran	
A125	1. Marco Dottavio	Hon 23
1. Bob Solomon	2. Brian Sworen	Kaw 26
2. Jeffrey Botsford	3. Mike Graham	Hon 26
3. Brian Corden	4. John Tredler	Kaw 27
4. Mike Sigety	5. Mike Muckelston	Kaw 33
5. Pat Emmons	B Senior	
A200	1. David Van Pelt	Kaw 34
1. Robert Mohn	2. Dave Velenger	Hon 35
2. Paul Bitting	3. Kevin Koch	KTM 37
3. Todd Quinn	4. Brent Bush	KTM 38
4. Peter Wright	5. Joseph Terry	Hon 39
5. Dave Mealing	B Super Senior	
A250	1. Michael Larson	Yam 58
1. Michael Bradway	2. Larry Macintyre	Yam 75
2. Jamie Wright	3. Karl Lagus	Hon 81
3. Jeff Moyer	4. G. Bergami	Kaw 120
4. Ed Hamilton	5. Roy Howard	Yam 124
5. Mike Tavani	C200	
A Open	1. Ron Callahan Jr	Suz 36
1. J. Landvater Jr	2. Frank Wilson	KTM 36
2. Marty Graver	3. Roger Wood Jr	Kaw 50
3. Tim Gallagher	4. Jeffrey Weiss	Kaw 51
4. Rod White, Jr	5. Mike Sinclair	KTM 52
5. Steve Guers	C250	
A Four Stroke	1. Paul Tillberg	KTM 54
1. Richard Shirk, Jr	2. Jay McCauslin	63
2. T. Coopersmith	3. Brian Donovan	Yam 64
3. Lewis Smith Jr	4. Robert Converse	KTM 65
4. Darren Russell	5. Pete May	Yam 73
5. Doug Van Horn	C Open	
A Veteran	1. Wayne Rochkind	KTM 70
1. Steven Larkin	2. Michael Ofsanko	KTM 71
2. Eric Koeller	3. Scott Lander	KTM 87
3. Richard Moyer	4. Glenn Plokoy	KTM 119
4. Michael Dolecer	5. Joseph Caudell	KTM 132
5. Todd Reder	C Four Stroke	
A Senior	1. Steven Foster	Hon 54
1. Terry Tucker	2. Mark Davis	Hon 62
2. Jim Gunselman	3. Jim Belsky	Suz 77
3. Kevin Kuenzner	4. Robert Chapman	Hon 86
4. John Roeske	5. Robert Roy	Hon 96
5. Jeff Rosenberg	C Veteran	
A Super Senior	1. Ray Gamacho	KTM 45
1. Jack Lafferty, Sr.	2. Bill Horseman	KTM 48
2. S. Wolfsberger	3. Glenn Nagy	KTM 49
3. Craig Burfield	4. Chris White	Kaw 53
4. Rich Tompkins	5. Scott Brown	Kaw 57
5. Peter Parlett	Women	
B125	1. Kathi Campbell	Kaw 54
1. Dannie Carper	2. Merle Compton	KTM 167
2. Joe Cartwright	3. Patricia Blair	Suz 385
3. Robert Trout Jr	Dual Sport	
4. Steve Brown	1. Steve Vollers	Suz 104
5. Alan Bopp	2. Dan Pirrallo	Suz 104
B200	3. Neal Whitney	Suz 106
1. William Hess	4. Tom Vollers	Suz 135
2. Sean Kinley	5. Wesley Prais	ATK 151
3. Mario Depalma	Masters	
4. Charles Bays	1. Farrell Lord	Kaw 38
5. Roy Harrell	2. Joseph Galie	KTM 73
B250	3. Sal Crocevern	Hus 149
1. Phil Cassot	4. Robert Hoover	Hon 165
2. M. Melniczuk	5. Dan Van Driel	KTM 176

GAS
GAS

'GET ON THE GAS!'

Kawasaki
GOOD TIMES PRODUCTS

SHIPPING DAILY!

Cumberland
Kawasaki

1-800-634-8283 • 350 East High Street, Carlisle PA 17013

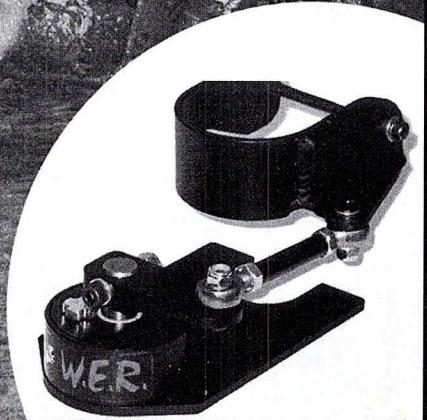
Paul Edmondson & W.E.R. Steering Damper
WIN STEELE CREEK NORTH CAROLINA GNCC

Congratulations, Paul!



Photo courtesy of Trail Rider Magazine

WORKS ENDURO RIDER
"MOTORCYCLE HANDLING SPECIALISTS"
• SUSPENSION SERVICE BY DREW SMITH
• PREMIUM OFFROAD PRODUCTS



Models available for all dirt bikes • Same day shipping! • (908)637-6385

W.E.R. • #1 Jenny Jump Ave., • Great Meadows, NJ 07838



Alligator Enduro

(From page 17)

each, Grizzle, Fredette, Ambrosini, and Gravitt all dropped five. By the gas, dust, heat and the tough trail had begun to take its toll, and riders were dropping out.

The third section came after a nice mile or so ride down pavement. A restart took riders into the fastest section of the day. Whooped out palmetto fields, some really fun trail through the pines with areas that looked like dried up swamp, complete with cypress stumps. It was here that Hawkins won the race, he dropped a three while Lafferty went four. "I saw them flip the card and I think I went an 07, Randy was about 6 or 7 seconds on the other side of his minute. I knew that was it," said Lafferty. Another short reset then some connecting trail led to the final section of the day. It was short, right at 3.5 miles long. The thing is, it was tight. Stop and go through the pines tight. Then into overgrown palmetto fields where you couldn't see the ground. Hawkins, Lafferty, Ambrosini, Fredette and Grizzle all dropped four points. Brewer and Gravitt both dropped five.

After the check, 15 miles of trail was left to get back to the start. The checkers at this last check said the race was over. Most AA's felt a bit uneasy about it, considering all the trail that was left and they stayed on the gas. "I was just cruising along, thinking everything was over and we would be riding roads back. Then we got into some new trail, then more trail and I was farther and farther behind. I started thinking somebody messed up or it was a trick. I picked up the pace and by the time I got back to the start I was back on time. But the race really was over at the last check. I just couldn't see blowing everything at the end," said fifth place finisher Mike Grizzle.

Alligator Enduro Randy Hawkins 14	Super Senior A 1. Robert Neeley 25 2. Mike Shank 31 3. Mike Reynolds 31	Four Stroke C 1. Kent Selkirkshaw 35 2. Duanne Wellington
Overall Champion AA 1. Mike Lafferty 15 2. Mike Grizzle 17 3. Ashley Brewer 17	Master A 1. John Kirby 29 2. John Watts 40 3. Frank Wörtman	Super Senior B 1. Randy Faul 31 2. Charlie Bridges 37 3. Rick Shipner 44
200A 1. Eric Kingery 26 2. Shawn Mason 28 3. Travis Hayes 29 4. Robert Hadlak 30	200 B 1. Edgar Morera 33 2. Brian Morgan 37 3. Carl Baxter 39	Master B 1. Ron Miller 44 2. Thomas Simeon 53 3. Carl Ivey 67
250A 1. Don Baxley 23 2. John Roth 23 3. Paul Bolvin 23 4. Tod Morian 25	250 B 1. Trey Wellborn 27 2. Dennis Baldwin 32 3. Ivan Hayes 35	James Mitzowitz 4. James Mitzowitz
Open A 1. Mike Hines 26 2. Joey Rowland 27 3. Mark Atkins 34	Open B 1. T. Brownell 30 2. Ladd Sanders 34	Golden Masters 1. Emmett Cox 36
Four Stroke A 1. Scott Miller 25 2. Curt Wilcox 25 3. Donnie Brewer 28	Open C 1. Donald Harmes 41	2. Farrell Lord 45
Vet A 1. Doug Deaton 23 2. Lee Daley 25 3. Johnny Simkins 26 4. Kim Watson 27	Four Stroke B 1. Ari Kelford 31 2. B. J. Moretz 34	3. Don Thrasher 46
Senior A 1. Jeff Fredette 17 2. Terry Hughes 22 3. Bob Osborne 29 4. John Farrar 29	Vet B 1. Aaron Major 35 2. John Harris 35	4. Richard Argabright 50
	Senior B 1. Kenneth King 33	

"The guys did a good job with the layout. This was one of the toughest I can remember. When you come down here, you expect tough," said Hawkins. Lafferty felt the same. This may not be a National, but according to one of the big factory reps, it's the third most

2. Randy Martin 37	Four Stroke C 1. Kent Selkirkshaw 35 2. Duanne Wellington
3. Greg Tindel 38	2. Duanne Wellington
4. David Norman 42	3. Rick Chapple 47
Super Senior B 1. Randy Faul 31 2. Charlie Bridges 37 3. Rick Shipner 44	4. Allen Young 47
Master C 1. Lance Ott 47 2. Mike Wright 49	Vet C 1. Lance Ott 47 2. Mike Wright 49
200 C 1. Ken Goode 37	3. Steve Litz 53
250 C 1. Luke Durham 34 2. Greg Durnell 38	4. Kevin Frid 55
Premier 75+ (bike year +age) 1. Richard Havenar 17	Senior C 1. Mike Hauptkorn 57
Open C 1. Herman Stoll 49	2. Ken Contois 54
Vintage 31-44 (bike year +age) 1. Randy Conkling 14	3. Jefferey Ware 56
	4. Ray Wilson 67
	Women 1. Twilah Sewar 58
	2. Vicki Wilcox 80
	125 C 1. Ken Goode 37
	200 C 1. Luke Durham 34 2. Greg Durnell 38
	3. Tim Crawley 52
	4. Jim Distenbaugh 63
	250 C 1. Adam Haskell 32 2. Kevin Green 35
	3. Tony Newman 36
	4. Pat Beaulie 41
	Vintage 31-44 (bike year +age) 1. Randy Conkling 14
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Premier 75+ (bike year +age) 1. Richard Havenar 17
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104
	Classic 45-74 (bike year +age) 1. Kevin Hodge 13
	2. Andy Hardin 22
	3. Kenny Hardee 55
	4. Larue Hart 104



2000 LITTLE RHODY NATIONAL ENDURO

JUNE 25
WEST GREENWICH, RI
APPROXIMATELY 100 MILES
KEY TIME 8:00 AM
0 SHORTENED COURSE FOR C, MASTERS AND WOMEN CLASSES

Location: West Greenwich Volunteer Fire Co.
Rt. #3, West Greenwich, RI
Arrowed from exit 5A -Rt. #95

REQUIREMENTS: Riders must have a valid motorcycle operator's license and registration, and a valid AMA card. All motorcycles must have a headlight, taillight, working muffler, and a firmly attached license plate. A sound test will be given at sign-up. Any motorcycle failing this test will not start. A valid ECEA or NETRA card is needed for points in either organization.

Gas Stop: In accordance with AMA rules. Drawing Date: June 10 Entries: \$40.00 Pre entry \$45.00 Post entry

Information: Brandon Lee (401) 397-9396
Bill Haas (401) 397-3076

Mail Completed Entries With Check To: Bill Haas, 1581 Ten Rod Rd., Exeter, RI 02822

Sign up: Open Saturday 3:00 PM to 7:00 PM
Open Sunday at 6:00 AM

**ONLY COMPLETED, SIGNED & PAID ENTRIES WILL BE DRAWN
DON'T CALL!! ONLY ENTRIES WITH CHECKS WILL BE DRAWN**

RELEASE AND WAIVER OF LIABILITY AND INDEMNITY AGREEMENT

Date release signed: _____

Description and location of event: LITTLE RHODY NATIONAL ENDURO, WEST GREENWICH, RI. JUNE 25, 2000

I hereby give up all of my rights to sue or make any claims whatever against the American Motorcycle Assoc., and its district organizations, the East Coast Enduro Assoc., the New England Trail Riders Inc., the Rhode Rovers Motorcycle Club Inc., the promoters, the sponsors, and all other persons and organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event or while I am on the premises.

I know the risks of danger to myself and my property while participating in the event and while on the event premises and am relying upon my own judgement and ability, and assume all such risks of loss and hereby agree to reimburse all costs to those persons or organizations connected with this event for damages incurred as a result of any injury that I cause or receive.

Signature: I have read and understand this waiver _____

PLEASE PRINT

NAME _____ AGE _____ PHONE (_____) _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

AMA# _____ NETRA# _____ ECEA# _____ MAKE OF BIKE _____

CIRCLE YOUR ABILITY AND DISPLACEMENT CLASS

ABILITY CLASS AA NATL. AA REGIONAL A B C

DISPLACEMENT CLASS 125 200 250 OPEN 4 STROKE VET SENIOR SUPER SENIOR MASTERS WOMEN



Maximum Wattage

(from page 28)



More Watts trivia: Not only is he from Australia, where they do everything upside-down from us, he's also left-handed—when he hops off to push across the road, he gets off the right side!

year, after crashing and ringing his bell the weekend before in South Carolina, ninth was Robbie Jenks (Yam) and tenth was Rodney Judson (Gas-Gas).

There were a load of Jersey area and New England people in North Carolina, and we all loaded up before dark and headed out. I was wondering how Heidi, J.D. and Jesse Berthiume were going to make out, waiting in Virginia for their truck to be finished, when a radiator hose blew on my van not 40 miles from the race. I couldn't fix it so I spent the night and got it fixed at a

Steele Creek GNCC Class Results	4. Marty Michels	HON	3. Philip Sims	YAM	3. Matthew Pressley	KTM
PRO	5. Harvey Whitaker	KAW	4. Jeff Solinger	YAM	4. Scott Dillon	GAS
Vet A	5. Paul Blaner	KAW	5. Paul Blaner	YAM	5. Joseph Derryberry	KAW
1. Paul Edmondson	KAW	1. Steve McSwain	KAW	1. David Powell	YAM	Open C
2. Shane Watts	KTM	2. Jeffrey Lauth	KAW	2. Russell Bain	HON	1. Gary Carrier
3. Barry E Hawk Jr	YAM	3. Richard Burbick	GAS	3. Mark Good	YAM	2. Shawn Remington
4. Steve Hatch	SUZ	4. Dennis Decker	KTM	4. Syd Loveday	KTM	3. Arville Adams
5. Fred Andrews	KAW	5. Jim Maltba	YAM	5. Trent Bartolotti	SUZ	4. Buddy Hardy
6. Jim Jarrett	SUZ	Senior A		Senior B		5. Bart Hayes
7. Doug Blackwell	YAM	1. Tim Shephard	YAM	1. Robin Miller	SUZ	Four Stroke C
8. Joshua McLevy	KTM	2. Keith Rodgers	KAW	2. Richard Stroud	YAM	1. Gary Yough
9. Robbie Jenks	YAM	3. Mark Smith	KTM	3. Randall Hillegas	YAM	2. Travis Collins
10. Rodney Judson	GAS	4. John Kealey	HON	4. Steve Cooke	KTM	3. Todd Eaton
		5. Mike McCarron	YAM	5. JD Hammock	KAW	4. Henry Turner
Open A		Open B		Sportsman		5. Tony Rion
1. Jeremy Berwanger	KTM	1. Chad Jarvis	SUZ	1. Alan Randt	KTM	Vet C
2. Jeff Murgel	YAM	2. David Wolfe	KTM	2. Larry Pegram	YAM	1. Shannon Hayes
3. Dave Gunn	HON	3. Terry Hartman	KTM	3. Paul Clipper	KTM	2. David Sceare
4. Jeff Melik	YAM	4. Todd Vess	SUZ	4. Kevin Schwantz	SUZ	3. Billy Miller
5. Mark Adkins	KTM	5. Kris Aldridge	KTM	Super Senior		4. Bob Gregg
250 A		250 B		1. Terry Mealer	YAM	5. Gary Watkins
1. Chuck Woodford	KAW	1. Ryan Wuebbeling	YAM	2. Jimmy Ford	GAS	Senior C
2. Marty Aloisio	KTM	2. Jason Jarvis	YAM	3. Wayne Beatty	YAM	1. Mark Willman
3. Ricki McAtee	SUZ	3. Blair Jackson	SUZ	4. Terry Flynn	HON	2. Charlie Johnson
4. Todd Morain	KTM	4. Thomas Grogg	YAM	5. Robert Brendle	KTM	3. L Steven Lewis
5. Andy Shea	KTM	5. John Shaffer	KAW	1. Joshua Whisnant	KAW	4. Charles Cress
200 A		200 B		2. Adam Delph	HON	5. Elbert McNeil
1. Benny Leonard	KTM	1. Anthony Glasso	SUZ	3. Josh Powell	YAM	Women
2. William Gilleland	KTM	2. Mike Mihalik	KTM	4. Heath Lee	HUS	1. Jennifer Shultz
3. Joshua Knapp	KAW	3. Ryan Mayle	GAS	5. Bryan Henson	KTM	2. Deborah Broderick
4. Aaron Bollinger	KTM	4. Scott Watkins	KAW	1. Stephen Guenther	HON	3. Karen Nelson
5. Aaron Johns	KAW	5. Chad Tallman	TM	2. Clay Coorson	YAM	4. Heidi Landon
Four Stroke A		Four Stroke B		250 C		5. Jennifer Heath
1. Darius Lattea	YAM	1. Timmy Luckadoo	SUZ			
2. Curt Wilcox	SUZ	2. Bryan Muscavitch	SUZ			
3. John Oechsle	YAM					

dealership next morning, and then had it break down again in Virginia, from complications of the coolant leak. It was the Bermuda Triangle! Heidi and crew had to wait until Wednesday morning to get out of there, got about an hour up the road and the transmission

lost all its fluid again. They went right back to the Aamco shop and had it replaced again, and finally got out of there on Thursday, with the transmission still dripping slightly. This story will continue....

WatchDog Enduro Computer



- CNC machined from billet aluminum
- Easy data entry and edit
- Program verification...enter a mileage, get back a calculated time
- Countdown to race starts when you enter your minute and the keytime, always know how much time you have
- Race recovery lets you advance to any keytime and mileage in race
- AMA and Brand-X rules
- Power-on battery check. Low power, batteries typically last all season
- Auto display in race mode minimizes button pushing
- Odometer / speedometer display for rallies and dual sport
- Aluminum thumbswitch w/ snap action buttons

DUGAS ENGINEERING
508.337.3132
email WatchDog2K@ad.com
Visit our website at DugasEngineering.com

\$269.99

VISA MC AMEX DISCOVER

VALLEY
MOTORSPORTS

216 N King St. • Northampton MA
413-584-7303

KTM
SPORTMOTORCYCLES

www.ktmusa.com

PLAY DIRTY



K Style is the
official race gear
of Team KTM.

NEW 400 EXC

**Don't Miss Out on a New Y2K KTM!
Order Yours Now!**

Limited Quantity of 1999 KTM's
with Conventional Forks still available --Call!

Visit Our New Expanded Showroom!

Ridge Riders Motorcycle Club Presents

Ridge Run 2000

A Hackettstown Community Hospital Benefit

Come on out to the 31st annual Ridge Run for a ton of fun on the most excellent trails of North Jersey!

Date: June 11, 2000. Keytime 8:00 A.M.

Start: Northern New Jersey. Take Route 80 to Route 517 North (Exit 19) for 1/2 mile. Follow arrows to start.

Sign-up: Open Saturday from 3:30 P.M. until dark, and on Sunday at 6:00 A.M.

Starting Position: Will be determined by a drawing on Friday, June 2, 2000. Entries received after this date will be assigned a number following all pre-entries. A & B riders attached to C riders entries will be drawn with the C riders. Confirmation of starting number and other information will be mailed following the drawing.

Requirements: All entrants must be 18 years or older. Riders will be required to sign a waiver and release at the event. License plate, motorcycle drivers license, proof of insurance, spark arrestor/muffler, headlight & taillight are required. All riders must have registration! There will be a tech inspection Sunday morning. All entrants must have a valid AMA card. All C riders and anyone riding to obtain ECEA points must have an ECEA enduro card. ECEA cards can be obtained only on Saturday, June 10, 2000. Holders of NETRA or other association cards will be issued a comparable ECEA card. New riders must check "C" class on entry. All ECEA classes will be run.

Camping: Available free at start grounds June 10 and June 11. There are no water or hookups available.

Food: Food will be offered on Saturday afternoon, with breakfast and lunch on Sunday.

Information: Call Dan Piemontesi at (973) 426-0338.

Lodging: Day's Inn (201) 347-5100 or Inn at Panther Valley (908) 852-6000. Both are 10 - 15 minutes from start.

Entry Fee: \$35 Pre-entry, \$40 Post-entry. \$2 from each entry will be donated to the Team USA ISDE fund. Make checks payable to Ridge Riders M.C. and mail entry to:

Ridge Riders M.C., c/o Eric Koeller, 115 Rt. 23 North, Hamburg, NJ 07419.

Saturday Extracurricular Activities: Junior Rider Fun Trail Ride (Escorted): 2:00 P.M.

Check out our Website: <http://www.ridgeriders.org> or link from www.ecea.org.



No pit racing whatsoever or you will be disqualified!

Land for the event is on Public and Private property for use with permission for the event day only!

Do not jeopardize future events by riding on it at any time except event day!

Release and Waiver of Liability and Indemnity Agreement Ridge Run 6/11/00

Name: _____ Age: _____
Address: _____
City: _____ State: _____ Zip: _____
Phone #: () _____
ECEA #: _____
AMA #: _____ Expires: _____
AMA Club Name: _____
Emergency Contact: _____
Emergency Phone #: () _____
Bike Make: _____ Displacement: _____
Vehicle #: _____

Check skill level and class below:

<input type="checkbox"/> AA	<input type="checkbox"/> A	<input type="checkbox"/> B	<input type="checkbox"/> C
<input type="checkbox"/> Senior (40+) A-B		<input type="checkbox"/> Super Senior (50+)	
<input type="checkbox"/> Four Stroke A-B-C		<input type="checkbox"/> Women	
<input type="checkbox"/> Veteran (30+) A-B-C		<input type="checkbox"/> Masters (60+)	

I hereby give up all the rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the sponsoring club of this event, the promoters, sponsors and all other persons, participants or organizations conducting or connected with this event, for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event, or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event while upon the event premises and, relying on my own judgement and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

I have read this release and agree with the terms.

Signature: _____ Date: _____

Loretta Lynn's GNCC		Vet A	1. Russell Bain		HON	2. Eric Stewart	YAM
Class Results		1. Steve McSwain	KAW	2. Thomas Derby	SUZ	3. Terry Deal	HON
Pro		2. Dennis Decker	KTM	3. Ruel Jones	YAM	4. Joseph Berryberry	KAW
1. Shane Watts	KTM	3. Mark Guy	YAM	4. Mark Good	YAM	5. Scott Dillon	GAS
2. Paul Edmondson	KAW	4. Tim Baker	KTM	5. Todd Temple	KTM	Open C	
3. Steve Hatch	SUZ	5. Richard Burbick	GAS	1. Mark Steen	YAM	1. Samuel Allen	GAS
4. Doug Blackwell	YAM	Senior A		2. JD Hammock	KAW	2. Alan McJunkins	KTM
5. Randy Hawkins	YAM	1. Tim Shephard	YAM	3. Richard Stroud	YAM	3. David Gillespie	KAW
6. Brian Garrahan	KTM	2. Mark Smith	KTM	4. Dwane Miinch	KTM	4. Jason Miller	SUZ
7. Michael Lafferty	KTM	3. John Kealey	HON	5. Dan Murray	KAW	5. Jess Robeson	KTM
8. Mike Kiedrowski	SUZ	4. Leo Schwab	GAS	Four Stroke C		Sportsman	
9. Jason Raines	YAM	5. Troy Schlereth	HON	1. Henry Turner	YAM	1. Jeff Booher	KAW
10. Joel Dengler	HUS	Open B		2. Alan Randt	KTM	2. Sean Dillon	YAM
Open A		1. Roger Little	YAM	3. Tim Tolleson	YAM	3. Gary Yough	YAM
1. Jeremy Berwanger	KTM	2. David Wolfe	KTM	4. Gary Hazel	KTM	4. Ivan Thompson	HON
2. Dave Gunn	HON	3. Kris Aldridge	KTM	5. Ed Tripp	HON	5. John Rye	YAM
3. Michael Grizzle	HUS	4. Steve Ostergard	KAW	5. Karel Kramer	KTM	Vet C	
4. Jeff Murgel	YAM	5. Mike Lineback	KTM	Super Senior		1. Jeff Booher	KAW
5. Norman Feth	YAM	250 B		1. Jimmy Lynch	KTM	2. Darin Ekis	KTM
250 A		1. Ryan Wuebbeling	YAM	2. Harry Greenlee	YAM	3. Gary Watkins	HON
1. Chuck Woodford	KAW	2. Blair Jackson	SUZ	3. Frank Erbe	YAM	4. Todd Rowland	KTM
2. Marty Aloisio	KTM	3. Brian Wright	KAW	4. Terry Flynn	HON	5. Rodney Robertson	HON
3. Aaron Kopp	SUZ	4. Brian Noffz	KAW	5. Patrick Golden	KTM	Senior C	
4. Richard Lafferty	SUZ	5. Len Kapton	KTM	Super Senior B		1. Mark Willman	SUZ
5. Todd Morain	KTM	200 B		1. Jack Falbo	KAW	2. Thomas Eidan	SUZ
200 A		1. Anthony Glasso	SUZ	2. Leon Parker	YAM	3. Jim Sorrels	KTM
1. Cole Calkins	KAW	2. Robert Stock	KAW	3. Glenn Adams	YAM	4. Lewis Webb	YAM
2. Chris Gallt	KAW	3. Michael Faulk	SUZ	4. Don Rye	KAW	5. Steve Brunton	YAM
3. Joshua Knapp	KAW	4. Scott Watkins	KAW	5. Gorman Smith	KTM	Women	
4. John Rentschler	KTM	5. Brian Melik	KAW	200 C		1. Michele Eidam	KTM
5. Denny Anderson	KTM	Four Stroke B		1. Joshua Whisnant	KAW	2. Deborah Broderick	YAM
1. Curt Wilcox	SUZ	2. Bryan Muscavitch	SUZ	2. Eric Noel	KAW	Women B	
2. Vance Earl	SUZ	3. Jim Ingram	SUZ	3. Luke Stouffer	KAW	1. Jennifer Shultz	YAM
3. Mike Decherd	YAM	4. David Dougherty	SUZ	4. William Bova	YAM	2. Karen Nelson	SUZ
4. Darius Lattea	YAM	5. Mike Hanchett	YAM	5. Lucas Snell	HON	3. Heidi Landon	HUS
5. Harvey Whitaker	KAW	5. Jeffrey Hively	YAM	250 C		4. Bonnie Hamrick	YAM
		Vet B		1. Brad Riley	KAW	5. Jennifer Heath	KAW

Loretta Lynn's GNCC/AMA National

Round 5, Hurricane Mills, TN 3/16

This was the first time I had been to Loretta Lynn's, and they told me they laid out the pits completely different from before. They weren't "up on the hill" anymore, but I didn't even know where the hill was, so what did it matter? The layout of the pits was compact and efficient though, just like the rest of the races. After five rounds I'm really starting to understand what is going on here, and that basically the Racer Productions staff do a great job. They need to; they're processing a lot of riders. At the North Carolina race, they had a total of 850 riders sign up, including the ATV and Junior racers on Saturday. At Loretta Lynn's, the grand total was 1120 riders! Wow. I watched the campers and trucks packing up and leaving Sunday afternoon at Loretta Lynn's, and marveled that they pulled this event off with no deaths, no births, no violence of any kind and everybody seemed pretty much happy. You can't say the same thing for Woodstock.

Among all the other sponsor-vendors at the race, Loretta Lynn's had a special treat, with John Penton there to sign copies of the just-released book written about him by Ed Youngblood. Youngblood was there as well, along with Doug Wilford of the Penton Owner's Group. It was good to see them all, and yes they did get \$40 out of me for a copy of the book and one of their cool Penton T-shirts. Well worth it to this old Penton rider, I'm certain.

The main guy who's convinced the weekend was worth it was Shane Watts, who once again scooted up to the front and stayed there, logging his third overall win of the season and padding out his points lead. After watching Wattsy for five races I'm still in awe of him. He seems to be able to recover from the most mediocre start and then move through the pack like he's not in a hurry, and not stop the forward push until he sees daylight in front of him. At that point he sticks to a pace that's just a skosh higher than everyone else,

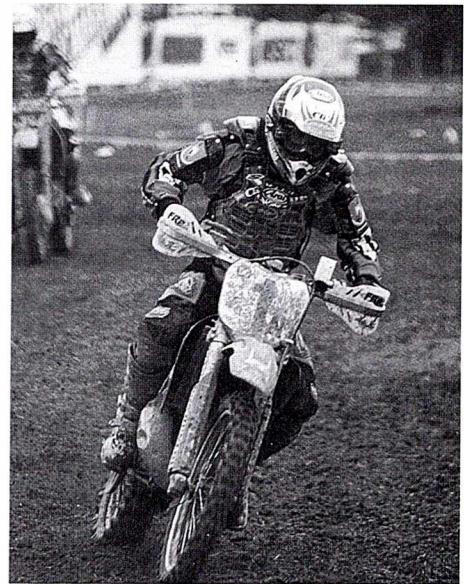
and he is deadly accurate. "I followed him for most of the race last weekend," said Barry Hawk before the start, "and the main thing I realized is he makes no mistakes. Well, say he'll make one little mistake in a race, while I'll make three. And if you make a mistake behind him, you'll never see him again."

Watts was riding a 125 again this weekend, a bike he's really comfortable on, and I asked him why he would decide to switch between bikes when there was a championship at stake. "It's to keep from getting bored, mate," he told me. "Yeah, I can ride a one-two-five really well, and do good on it, but I've been doing it for years and it isn't fun. I'm not having fun unless I can challenge myself. I just have to keep the fun in it, or I get bored and don't feel like riding."

Someone who didn't have much fun was Fred Andrews, who charged out at the start and tucked in behind Teammate Paul Edmondson and proceeded to rail around the course with him, building a 50 second lead over Steve Hatch. The two Kawasaki riders were flying, doing a super human job, and then on the start of his third lap, Andrews' bike just quit. He immediately started pushing it to the pits, but the problem was a seized crank, and there was nothing they could do about it.

Meanwhile, Mike Lafferty was moving up through the pack. Lafferty entered this race on a KTM 400SX, and though he'd ridden it for a few hours on Friday, this was his first experience with a four-stroke on a race track. He went from 12th on the first lap, to fifth, then fourth, then third, and held onto third with a good cushion on the fourth lap, and then, "Man, I hit the wall. I just ran out of energy, like there was no more left. I fell in one spot and Hatch got around, so did Randy (Hawkins) and (Brian) Garrahan, and there wasn't anything I could do."

Edmondson had the lead and held onto it, but by the third lap he must have heard the knocking on the door. Watts was right behind him, just two or three seconds back, and in some places it was comical to watch them. Edmondson would come out of the woods and



Doug Blackwell wears the number 1n in recognition of his AMA National title, at Loretta Lynn's.

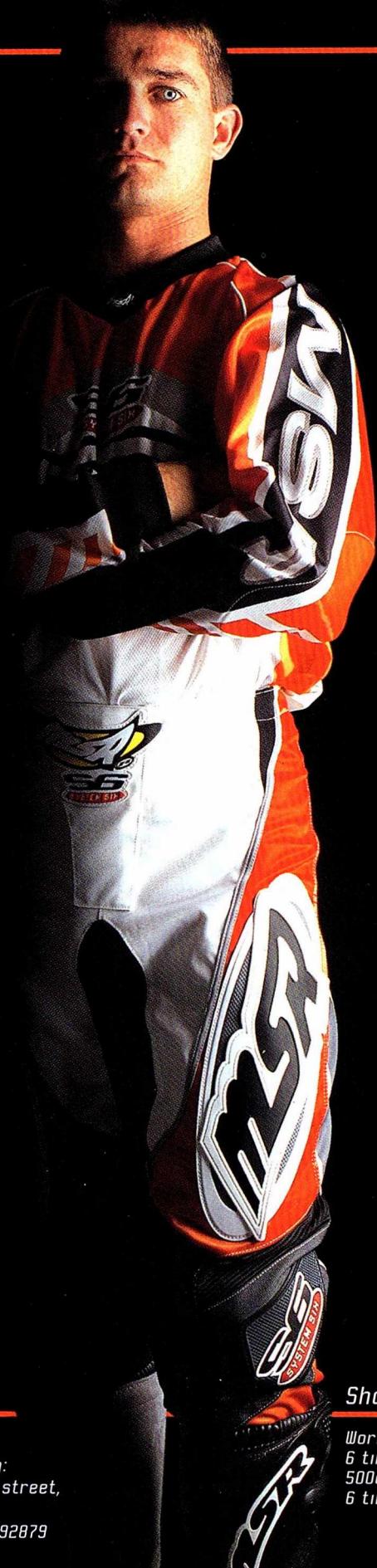
then slow down casual in a couple of turns, and Watts would chill right along with him. Fast Eddy would gas it, and Watts would gas it. Finally on the fifth lap Watts eased ahead of him and started moving. It's hard to say if Watts really has a secret escape strategy or if Edmondson just decided to settle for second, but at the end of the fifth lap Watts had a 27 second lead, and at the finish he was fully a minute and six seconds ahead. How he can walk away like that in the last two laps of a tough race is one of the great mysteries of our time.

So Watts was first, Eddy was second, Hatch was third, and he was fourth. Brian Garrahan moved into fourth, Randy Hawkins in fifth, and Doug Blackwell was sixth. Doug is the reigning AMA National Hare Scrambles champ, so he was running number "1n" on his number plate. Lafferty finished seventh, just a bit ahead of Suzuki's Mike Kiedrowski, ninth was Jason Raines (Yam), tenth overall was Chuck Woodford of the A 250 class riding a Kawasaki, and tenth Pro was Husky's Joel Dengler.

But you want to hear about an ordeal? Remember Heidi Landon's struggle with her Suburban on the way down to North Carolina? She said it was still leaking a little on the way to Tennessee, and believe it or not that transmission spit its guts out all over the highway once again, forcing them—boyfriend Doug was along this time—to leave it behind to be fixed once again, while they went home in a rental car. Talk about a bad weekend. Earlier Heidi had gotten a load of bad fuel, or water in her tank, and fouled a plug while leading the Women's class by a good margin, and fouled two more before finally finishing third in the class. She got a great holeshot, though.

What about all the other classes we never talk about? Russell Bain is leading the Vet B class, and he won it again at Loretta's; he's from up NETRA way. KTM's Richard Lafferty, Mike's brother, is doing well in the 250 A class, and he finished fourth this weekend. ECEA enduro champ Bill Atkinson is also in that class, riding a KTM for Matto Cycle, and he finished seventh in it. Dennis Decker, from New England, also on a KTM (sure are a lot of KTM riders around here), finished second in the Vet A class.

Lots of riders, lots of racing, and lots of stories. Tune in next month for Kentucky's round six, and round seven in Clarksburg, West Virginia. ↑



The ute loaded with bikes.

40 liters of pre-mix.

500,000 hectares of outback.

Two days off.

A mate or two to ride with.

Any time I get to ride.

My Best Day Ever.

Shane Watts

*World Enduro Champion
6 time Aussie Enduro Champion
500cc Australian MX Champion
6 time ISDE Gold Medalist*

*free catalog:
232 granite street,
unit 101
corona, ca. 92879*





*****DYNOMITE DIRT DAYS*****

Ithaca Dirt Riders Speedsville 200 Dual Sport

AMA/Suzuki National Trail Ride Series

July 15 and 16, 2000

100+ miles each day

- *Starting area: Berkshire Fire Department, Route 38, Berkshire, New York*
- *A Relatively easy, "Spectacular Speedsville Scenery" ride, with moderately challenging trail sections. We will make special accomodations for those who wish to opt out of the trail sections.*
-

Entry Fee: \$80.00 for 2 days

\$40.00 for 1 day

Passenger ride free

Pre-entry \$75.00 if received by June 15th

Entry fee includes all you can eat breakfast both days, dinner on saturday nite only, & T-shirt.

*Requirements: *Knobby Tires are required to ride the trail sections*

**Route Sheet holder needed to hold your route sheet.*

**Bikes must be currently licensed and able to ride legally in New York, and all riders must be licensed motorcycle operators.*

**Pre-ride inspection will be conducted, which includes a sound test.*

If your bike does not pass inspection, you cannot ride, and there is no refund.

**We do not provide medical insurance, and urge you not to operate a motorcycle without it.*

Schedule of events:

	<i>Saturday</i>	<i>Sunday</i>
<i>Registration and all you can eat breakfast.</i>	<i>8:00-9:30am</i>	<i>8:00-9:30am</i>
<i>Mandatory riders' meeting</i>	<i>9:30am</i>	<i>9:30am</i>
<i>First riders out</i>	<i>10:00am</i>	<i>10:00am</i>
<i>Last riders in</i>	<i>5:00pm</i>	<i>5:00pm</i>
<i>Barbecue dinner, all you can eat</i>	<i>5:15pm</i>	————
<i>Awards and prizes fun time</i>	<i>7:00pm</i>	————
<i>Registration and inspection will be open friday nite at 6:30 pm till dark</i>		

Primitive camping is available at the Berkshire Fire Department Property grounds, but it is primitive. Motels and hotels are available within a 15 to 20 mile radius in Ithaca, Owego, and Cortland, New York.

*For more information contact Glenn Purcell at 607-844-4844
or on the internet, motoglenn@aol.com*

The Hancock Chamber of Commerce, Hancock Fire Department
& The Ridge Riders Motorcycle Club Present



The 2nd Annual
Hancock NY Quarry Run
Two Day Dual Sport Ride



Ride With The Ridge Riders, Including ISDE And Enduro Legends Drew & Chris Smith On A Fun Dual Sport Ride!

The Ride Will Include Ridge Rider Hare Scramble Trails!

Proceeds to Benefit the Hancock Chamber of Commerce, Hancock Fire Dept. & Community Charities

Date: July 29 & 30, 2000. Keytimes: Saturday 9:00 A.M., Sunday 8:00 A.M. Riders Meeting each day 15 min before start.

Start: Fireman's Field, Hancock, New York. Form the North, Route 17 to exit 87, follow arrows to start. From the South, Route 97 into Hancock and follow arrows to start.

Sign-up: Open Saturday from 6:00 A.M. and on Sunday at 6:00 A.M. until 9 A.M. Pre-enter by mailing entry form and check or money order for quick sign up.

Requirements: All entrants must be 18 years or older. Riders will be required to sign a waiver and release at the event. Motorcycle driver's license, valid license plate, vehicle registration, proof of insurance, spark arrestor/muffler, headlight & taillight are required. All entrants must have a valid AMA card.

Terrain: With a course laid out by legendary trail boss Jim Smith, you are guaranteed a great ride! Saturday will be about 100 miles with a 60-mile morning loop and an optional afternoon loop. It will be a back roads and trail ride with a bit of everything, including some Hero sections. Sunday will follow much of the 100 mile loop as last year's event, will be mostly trail and should be tougher than Saturday. Trails will include pre-running Ridge Rider Hare Scramble trails. Easier trails will be available to bypass the Hero sections.

Camping: Available at start field July 28 & 29. There are no water or power hookups. Bathrooms are available. Campsite is right on the Delaware River. Come early and get a good camping site near the river.

Food and Beverage: On Saturday a \$5 food voucher will be given to use in any of the various restaurants in Hancock. On Sunday, a delicious chicken BBQ will be served at the start field after the ride. Both are included free with entry.

Information: Call Otto DeJager & Bill DeJager at (973) 697-0495 (no calls after 9:30 P.M., please). Ridge Rider website at <http://www.ridgeriders.org> (or link from www.ecea.org). Hancock website at www.hancock.net

Lodging: Capra Inn- Motel, 103 West Main Street, Hancock NY (607)637-1600; Colonial Motel, Route 97, Hancock NY (607)637-2989; Deposit Motel, Route 17, Exit 84, Deposit NY (607)467-2998; Green Acres Motel, Route 17, Hancock NY (607)467-3620; Lake Wood Lodge, Lakewood, PA (570)798-2565; Villa Como, Lake Como, PA (570)798-2761; East Branch Motel, East Branch, NY (607)363-2959; Timberline Motel, Route 17, Hancock NY (607)467-2042; The Inn at Starlight Lake, Starlight, PA (800)248-2519; Laurel Bank Motel, Oak Street, Deposit NY (607)467-2427; Scotts Oquaga Lake House, Oquaga Lake, Deposit NY (607)467-3094; Chestnut Inn, Oquaga Lake, Deposit NY (607)467-2500.

Entry Fee: \$35. Make checks payable to Ridge Riders M.C. and mail entry to:

Ridge Riders M.C., c/o Otto DeJager, 12 Winding Hollow Drive, Oakridge, N.J. 07470.

Sponsors: This Event Is Made Possible through the Generosity of Local Land Owners, Works Enduro Rider, Great Meadows, NJ & Town and Country Cycle, Hamburg, NJ, 973-875-2111;

Release and Waiver of Liability and Indemnity Agreement Quarry Run Dual Sport

Check the Date(s) You Want to Ride: 7/28 7/30
Name: _____ **Age:** _____
Address: _____
City: _____ **State:** _____ **Zip:** _____
Phone #: **Expires:** _____
AMA #: _____ **Expires:** _____
AMA Club Name: _____
Emergency Contact: _____
Emergency Phone #: _____
Bike Make: _____ **Displacement:** _____
Vehicle #: _____
Signature: _____ **Date:** _____

I hereby give up all the rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the sponsoring club of this event, the promoters, sponsors and all other persons, participants or organizations conducting or connected with this event, for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event, or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event while upon the event premises and, relying on my own judgement and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

I have read this release and agree with the terms.

CSR.
Cold Spring Racing

Quick Bleeders
for Marzocchi and
WP Forks



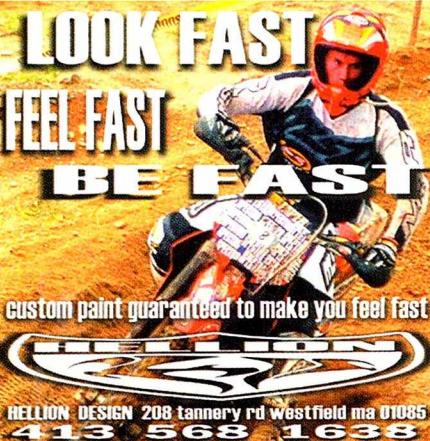
• NO MACHINING REQUIRED •

Simply remove stock bleeder screw and install Quick Bleeder. That's it! Once installed, simply press the stem and air is gone. \$65 pair, plus \$2 shipping.

(518)271-2500, ask for "CSR"

CSR • 68 Cold Spring Road • Troy, NY 12180
10% Discount to NETRA members

AKTIVE
SPEED SYSTEMS
THE WORLD'S BEST REEDS,
CARBON FIBER OR GLASS FIBER
215-529-5579



TECH TUBES
SOLID FOAM TIRE INSERTS
FRONTS \$79.95 30 NO MORE FLATS!
REARS \$99.95 SIZES NO AIR NEEDED!
TECH PRODUCTS (973) 686-0012

KTM
SPORTMOTORCYCLES

HONDA
ORE

KITS

ALL AT JERRY RANDALL'S

VALLEY
MOTORSPORTS

Phone
(413)584-7303

216 N. King St., Rt. 5
Northampton, MA

YANKEE TRADER

Want a free ad in Yankee Trader? Mail it into us, to the address on page 3, or e-mail to trmagazine@prodigy.net. Wanted: XR400 or XR600 with NY street title. (518)399-9234.

Gear Sale: Fox Forma boots size 10, exc. cond., \$100; Fox 360 pants size 36, exc. cond., \$60; HRP chest protector, exc. cond., \$60, many others. (732)493-0356. 2000 KTM 250EXC Moose bark busters, odo pickup, crashed and tweaked my knee. Won't be riding for 12 months, no scratches on bike, pick it up for \$4900 firm. Ken Long, (973)209-9333, or e-mail at panadbs@netscape.net.

2000 KTM 250EXC Like new, 300 miles on bike, many extras, set up nice. \$5000 firm, call (609)726-9230 eves. 1996 Honda CR125 Like new, \$2500 cash. (413)548-9507.

1998 KTM 125EXC Mass title, skid plate, Bark Busters, disc guard, race ready. \$3800, Anthony (781)762-5413.

1998 KTM 250MXC Low miles, due to broken navicular in '98. New sprockets, chain and rear wheel bearings. Needs new seat cover to be perfect. \$3000 obo. 1983 Honda Z50 Runs great, needs little to be perfect, \$600 obo. 1978 Yamaha TT500 in Knight frame, set up for ice/dirt track, runs great, any reasonable offer, will make a very fast flower planter. (914)564-8359.

1979 Kawasaki KDX400 \$400, 1972 Honda XL250 \$300, parting out 1987 CR125, make offer. (610)369-8047. 1999 KTM 250EXC 18 hrs on bike, hourly maint. Records, all stock, NJ title, showroom cond., \$4300. (856)767-8681, ask for Bob.

1996 Husaberg FE501 Very good cond., extras, upgrades, transferable 2002 warranty, \$4200. (559)215-2145 (CA)

1974 Monark GS125 Motocross Excellent cond., runs great. New air filter, gold chain, electronics. Very strong motor, everything is there, and in excellent condition from rims to engine, needs new seat cover, \$1000 obo. 1974 Yamaha MX250 very good cond., orig. fenders, tank exc., seat exc., good compression, needs some work. \$500 obo, call Phil at (508)743-9034, may trade for other bike. **Wanted:** Late model Honda XR70. Daughter needs to ride. Have action 50cc 4-wheeler to trade or buy. Willing to travel to p/u for right bike. Call Dan 716 586 6201.

Pacemaker 3: with remote thumb switch, alarm, and aluminum guard. Like new, \$150 (732)238-7092

ICO ProComp: with remote thumb switch and aluminum guard. Like new. \$150 (732)238-7092

TOTALLY RIDEABLE
Exceptional Road Trip Gear
Free 168 page catalog!
800 222 1994 www.aerostich.com

A-LOOP
Racing Electronics



GPS receivers, mounts, cables
and topo maps on CDROM.
Don't be lost without us.

(303) 791-0035

www.aloop.com



Bearings & Oil Seals

Worldwide Bearings, Inc.
Imported Directly from Mfg's
Call (800)575-3220
Fax (973)575-5969
E-Mail bearings@instantlink.com

FAIRWAY CYCLE



SUPPORT RIDERS

JACK LAFFERTY SR., BOB BENNETT,
KEVIN BENNETT AND CLIFF TENNEY

For all your Enduro and Cycle needs,
plus Fast, Honest service!



AMA Discounts
UPS Service Available



625 NEW ROAD • SOMERS POINT NJ 08244

(609)927-2071

RIDE BAJA

- * See the sights on Honda XRs
- * Visit famous Mike's Sky Ranch
- * Includes Hotels/Meals/Guides

BAJA OFF ROAD ADVENTURES

(714) 637-5770 FAX (714) 630-4474

Pictures of past tours at www.bajaoффroad.com

Jari	
PROFESSIONAL	ROLLCHARTS
9:27	38.8 24
9:28	39.2 24
9:29	39.6 24
9:30	40.0 24
9:31	40.4 24
9:32	40.8 24
9:33	41.2 24
9:34	41.6 24
9:35	42.0 24
9:36	42.4 24
9:37	42.8 24
9:38	43.2 24
9:39	43.6 24

* VERSION FOR ANY RIDER
* CHOICE OF AA
&
FACTORY RIDERS
CALL OR WRITE:
1210 N. JEFFERSON ST.
#H
ANAHEIM CA 92807
(714) 686-0136

PENTON IMPORTS CO.

Importer and Distributor of



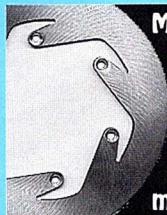
HIGH PERFORMANCE ELECTRONIC RACING IGNITIONS

Vintage to Current Model Kits for
Single Cylinder Two-Stroke Applications

(Sold Through Any Established Motorsports Business)

Visit Our Website at www.pentonimports.com

1115 Milan Ave., Amherst, OH 44001
Ph:440-988-4474 Fax:440-988-4476



Mud Racing Products
 Solid Rear Brake Rotors
 for late model KTM's
 Increased Pad Life
 Abrasive Resistant
 Material
 501-846-2252 or e-mail
 mudracin@pgtc.net

Sidewinder STAINLESS



"The Last Sprocket You May Ever Buy"
 Everything Else is Obsolete!
 Free Catalog--Call

www.SidewinderSprockets.com
 E-Mail: Info@SidewinderSprockets.com

630-513-1000

WE CAN FIX IT!!!

Motorcycle Radiators Only...Since 1990

RADIATORS

Clogged, Bent, Twisted, Smashed, or Leaking
 We fix them right! For as low as \$35.00
 One-day service. We also fix oil coolers.

MYLER'S (800) 367-7699 (801) 280-8040
 8414 McDowell Ct., West Jordan, UT 84088



KTM • HUSABERG • HUSQVARNA
 STOCK PARTS • MOTORCYCLES
 CUSTOMIZED SUSPENSION

2350 Orangethorpe, Anaheim CA 92806
 (714)449-1271 FAX (714)449-1374

Fredette **RACING** *Products*

FRP CHAIN GUIDE

For most makes & models. Stronger than stock, wider
 for o-ring chains, with replaceable wiper blocks.

COMPLETE INVENTORY FOR KDX200!

- OEM Parts • Aftermarket Parts
- Performance Parts • Complete Shop Services
- Large Inventory of Used KDX200 Parts

FREDETTE RACING PRODUCTS

31745 Dixie Highway • Beecher, IL 60401
 708-946-0999 fax 708-946-3264



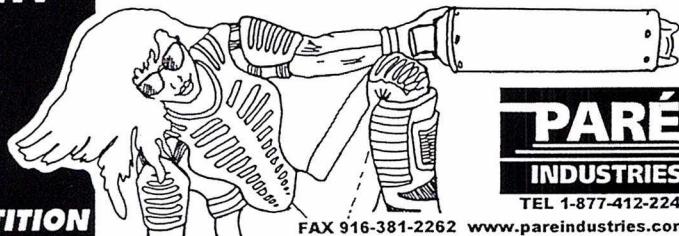
PERFORMANCE SLIP-ONS

Custom Carbon Fiber Exhaust Systems and Reliable Repairs for

**SUPERIOR
 QUALITY
 YET
 PRICED
 BELOW
 THE
 COMPETITION**

Honda • **Yamaha** • **Suzuki**
XR400 **YZ400F** **DR400**

Look Out Dirt Boys... there's a new pipe in town!



PARÉ
 INDUSTRIES
 TEL 1-877-412-2242
 FAX 916-381-2262 www.pareindustries.com

Get the *Edge* to help you win!
 Virgin Earth® Sports Plus
 and Tangy Tangerine
 Replace all 90 essential nutrients!
 Angela Stelly
 St. Mary Longevity
1-888-395-7302 (evenings)
 E-Mail: minerals77@netscape.net

GPS on your motorcycle!

• Vibration-Isolated GPS mounts for off-road
 • Software for using
 GPS to record & map trails

We KNOW GPS, and
 we stock the BEST!
GARMIN

CYCO ACTIVE
www.cycoactive.com 800-491-2926

PRO PILOT
 RACING CORPORATION
 USA
732-928-7800
 FREE COLOR CATALOG
www.propilotracing.com
 SUSPENSION • MOTORS • PERFORMANCE PARTS

**USED PARTS
 SAVE 50% +
 DIRT CYCLES
 SALVAGE**

LARGEST INVENTORY
 1980 & UP

(508)478-5700
(508)478-5712



EXPERT SUSPENSION TUNING



The cure for your suspension problems.

314 Route 542 • New Gretna, NJ 08224
 (609)294-8703 • Fax (609)294-3168



We Support The Sport

Montgomeryville Cycle Center

980 Route 309 • Montgomeryville, PA

800-899-7511

Honda • Kawasaki • Suzuki • Yamaha

Your one-stop shopping center for all your
 Moto, Enduro, and Hare Scrambles needs

Enduro

295 26 00

CheckMate - Full featured,
 Infrared version now shipping!

★ AMA, ISDE, Brand X & Canadian rules
 Please call for more info **1-800-331-0470**

Everything you need for \$449.95
 Tech (504) 882-3107
 FAX (504) 882-7700
www.icoracing.com

ICO
 Racing

by Ed Hertfelder

Our Chemist

It was one of those hot, muggy, South Jersey evenings when you can FEEL mosquitoes breeding their blood-sucking offspring. My enduro club was holding a meeting in the cool back room of a bar that was closed pending unpaid back taxes. Our main concern was payment on the electric service—to keep the air

could supply us with a BETTER two-stroke mix at a price not much more than water.

Now THAT really caught our attention. Everyone in the club wanted a sample of this marvelous product conceived by our very own, DuPont-certified, resident chemist.

At the next meeting he passed out the oil samples in

they said, will go to hell when he dies because he's certainly living in heaven here on earth and shouldn't be looking for a "double dip" when he expires.

Not a single complaint was voiced about DuPont's miracle mix during the rest of that summer and there was talk of the club buying a railroad tank car of the stuff and parking it on a siding down near Chatsworth where it would be available 24 hours a day.

Then disaster struck. In the vernacular of the time, the shi@ hit the fan! It was at the well-run Delaware Enduro in early October when we realized that DuPont had overlooked something with his marvelous two-stroke oil. Most of us were van-camping around the Delaware club house and all night long most of us crawled out of our sleeping bags to run the engine, and heater, to counteract the sudden drop in temperature. There is a fine line between dying of carbon monoxide fumes drifting past rusted floorboards and freezing to death. My personal preference was the frigid route, it doesn't burn your eyes as much.

All our motorcycles, parked outside all night, were treated to a thin sheet of clear ice on their seats in the morning. Many riders, aware of local conditions, had covered their seats with flattened pizza boxes. The Delaware enduro, then as now, took advantage of the daylight-saving time change to give everyone an additional hour of sleep. Plus, many riders driving in that morning discovered they were not late but often an hour early!

We left the start line in thick foglike mists and I couldn't help but notice, as my red-vested club members passed one by one, their blue exhaust smoke indicated they had their mix wrong.

Then, a few miles into it, my bike 'loaded up' and I couldn't clear her throat with wide open throttle. When it died I pulled the plug and saw it was oil fouled, something I hadn't seen in a long time. I also noticed that there were a LOT of riders in red vests kneeling alongside motorcycles both ahead and behind me. DuPont's super, wonderful—and cheap—oil mix went out of suspension at lower temperatures!

That guy was lucky that he wasn't LYNCHED that afternoon. I wonder whatever happened to him?

—Ed Hertfelder

Ed Hertfelder is a teller of tales and writer of books, as well as author of the globally famous Duct Tapes stories. Like to have a list of Hertfelder columns from 1986? Ask nice with a S.A.S.E. to Ed's ranch at P.O. Box 17564, Tucson, AZ 85731; or E-mail to duct-tapes@yahoo.com. 

35-millimeter film containers, which are leakproof unless you step on the things. He suggested a 64 to 1 mix ratio, but no one who had a good running motorcycle would be crazy enough to go this lean without an extended test of his product. Even with the most expensive 'mix' I was always afraid to change the 24 to 1 my friendly Bultaco dealer advised and even after I very carefully mixed up a few gallons of fuel I always added another 'gurgle' of oil right into my Matador's fiberglass tank—just in case I had erred in the ingredients...

Everyone in the club tried DuPont's mix and RAVED about the improvement our very own chemist had discovered. Personally, I found most of the improvement was not in my machine's performance but in a potential improvement in the thickness of my wallet. Everyone in the club ordered the low price five gallon can of the miracle mix. Rich Trader ordered a fifty-five gallon drum of the stuff and asked DuPont to see if he could get it PIPED DIRECT to his garage, because Trader used more two-stroke oil than the rest of the club combined.

He is blessed with riding ability, a good job, and an understanding, young and good looking wife. Rich,

conditioning and lights on...

No refreshments were allowed to be sold, so we hauled in our own in coolers someone had borrowed. They were stenciled: HUMAN ORGANS DO NOT DELAY. My guess was that they belonged to a Camden hospital that did quite a bit of organ swapping.

In both directions.

Especially on weekends.

At our table was a new member about to be voted in, as this was his third meeting. The vote was unanimous to accept and we marked the occasion by letting the new member buy the next pitcher of beer. In fact, he was so nervous about the voting process that he had already bought the LAST pitcher in an attempt to ease the tension.

As was our custom, the new applicant had been asked to leave the room as the votes were cast then called back to accept during a smart round of applause which I noticed, because of the film of perspiration on our hands, was a bit louder than normal.

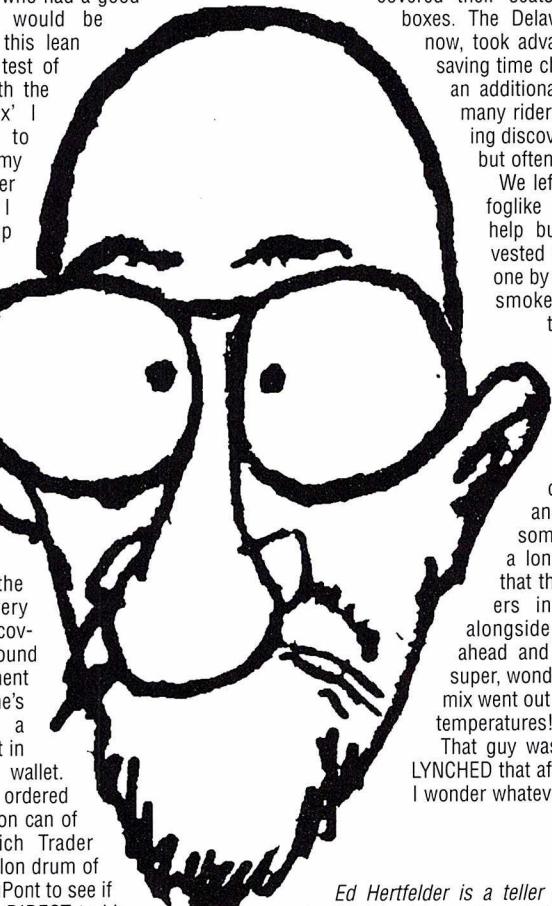
I whispered to him as he sat next to me, "It was CLOSE, but we got you in," with a sweep of my arm to indicate that our table had slanted the vote in his favor.

This long hot summer was during the time when EVERYBODY was running a two-stroke, and the next 'point of order' our president put up for discussion was over the benefits, versus the cost effectiveness, of brand S oil and brand B, which was widely touted by one of our members—who, we suspected, was the East Coast distributor for the stuff.

Jumping more or less full face into the oil discussion, our new member stunned us when he declared that he alone, in the entire DuPont chemical company, knew more about chemistry than Merlin, more about lubrication than the girls in a Shanghai cat house, and that his knowledge of the internal combustion engine was on the same level as Rudolph Diesel.

Someone christened the new member "DuPont," and that was all he was ever called as long as he was around.

The oil discussion soon disintegrated to a shouting match between our 'franchisee' and "DuPont," and the consensus was that the two-stroke oil cartel were taking us to the cleaners. Claiming to have ties to all the refineries around Philadelphia, DuPont told us he



We have what you want! Low prices! Great selection! Unbeatable customer service!

BROCKTON CYCLE CENTER

Kawasaki YAMAHA

1-800-829-4313

7-DAY 24-HR. FAX ORDER LINE: 1-508-583-5529

2020 Main Street, Brockton, MA 02401

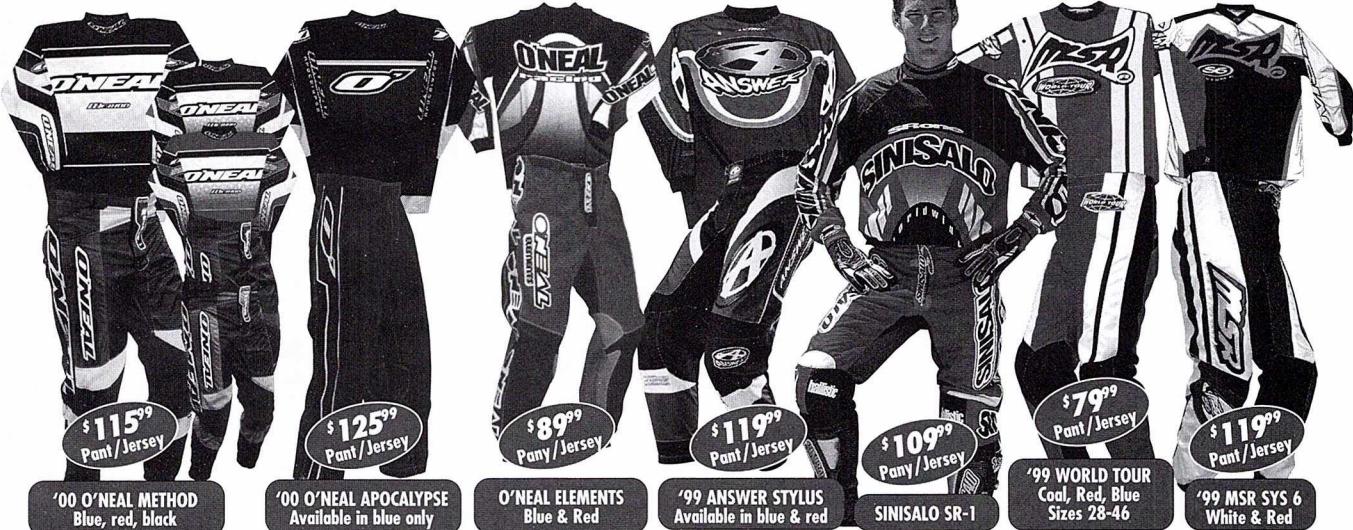
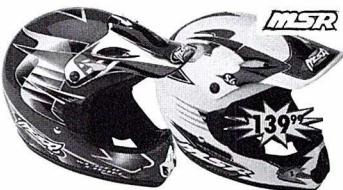
VISA MasterCard DISCOVER AMERICAN EXPRESS

We ship
UPS
Need it
now?
Ask us how.

PHONE
HOURS
EST
Mon-Fri
9am-8pm
Sat
9am-5pm



SAVE UP TO 40% ON SHOEI HELMETS!



DEFLECTORS

Answer Youth Edge.....55.99
Answer T259.99
Sinisalo Flex99.99
Acerbis Bomber69.99

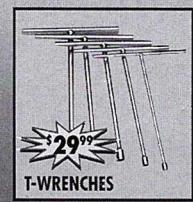


STANDS



MJC Alloy crate\$49.99
MJC Alloy lift69.99
Steel lift45.99

GOGGLES



Shop online at brocktoncycle.com

ACCESSORIES



PIPES
SILENCERS
HARDWARE

Pro-Action

PRO CIRCUIT

SALE #D06-00

PIRELLI

MX/SX & OFFROAD

www.pirelli-moto.com

Affordable, Proven Performance!

- *Championship Performance from Supercross to Baja 500.*
- *Durability and Traction.*
- *Hole Shot and Cornering Performance.*

World // US Research & Development Team:

- *Mike LaRocco • Stefan Everts • MX / SX*
- *Scott Summers • Randy Hawkins • GNCC / Nat'l Enduro*

1999 Championships:

- *250cc FIM World Championship • Andrea Bartolini*
- *500cc FIM World Championship • Frederic Bolley*

The New MT480

(Raised white lettering for photographic purposes only)



POWER IS NOTHING WITHOUT CONTROL.



300 North Pottstown Pike, Unit 280 • Exton, Pennsylvania 19341 • Phone: 610.524.2190 Fax: 610.524.2191